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# MATEO COAST CORRIDOR EVALUATION

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 **ABAG** ASSOCIATION  
OF BAY AREA  
GOVERNMENTS



**ME** Metropolitan  
Transportation  
Commission





This evaluation was conducted  
under the direction of the  
Joint Policy Committee of ABAG  
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# SAN MATEO COAST CORRIDOR EVALUATION

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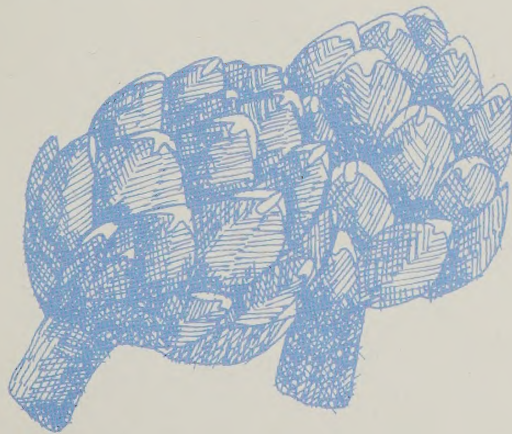
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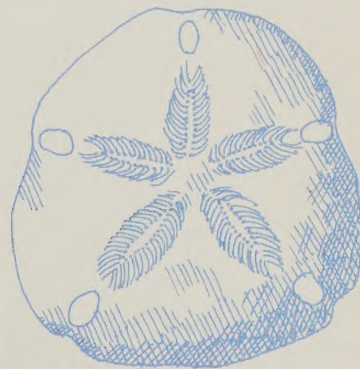
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The San Mateo Coast is an area of rugged hills, prime agricultural lands, and some of California's most beautiful and popular beaches, as well as several rare ecological



and environmental phenomena. Because of its natural beauty, rural atmosphere, and proximity to several employment centers, the area is under pressure to grow and develop beyond its present population of 55,000. In the near future both ABAG and MTC will have to make decisions which will impact the amount and distribution of

new growth. Realizing this, the two agencies embarked on a joint evaluation of land use and transportation issues along the San Mateo Coast in order to insure that decisions on major public investments (like transportation, water, and sewage facilities) are made on a sound and consistent basis. This report describes the process and results of their effort.



October 1, 1975

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# SAN MATEO COAST CORRIDOR

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In the San Francisco Bay Area, regional land use and transportation planning are the responsibility of the Association of Bay Area Governments and the Metropolitan Transportation Commission, respectively. Land use and transportation planning are interrelated, however, and need careful coordination to assure consistency in the development of policies. For this reason, ABAG and MTC created the Joint Policy Committee in 1973 to facilitate greater integration and consistency of the plans and policies of the two agencies. In August, 1974, the Joint Policy Committee began a series of evaluations (or studies) of regional land use development and transportation issues in the major planning "corridors" of the nine-county Bay Area. A corridor is a passageway of land use and transportation activities, having a specific location and character, constituting a link in a network of such corridors, connecting numerous geographic locations, and which can be examined independently. There are thirteen such corridors in the region, as indicated in Figure 1. The corridor evaluation process was adopted as a result of the Joint Policy Committee's determination that this approach offered an effective means for coordinating the policies of the two agencies.

The explicit purpose of corridor evaluations is to integrate regional land use and transportation planning at an early stage of development (or redevelopment) within a corridor. A corridor evaluation results in more detailed and consistent regional land use and transportation policies recommended for adoption by ABAG and MTC. If adopted, these policies would guide decisions about:

- Public investment in transportation facilities,
- Public investment in water and wastewater facilities,
- The degree to which certain environmental resources need protection, and
- The degree to which major proposed developments are consistent with regional policies.

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*THE SELECTION OF THE SAN MATEO COAST CORRIDOR*

After deciding to use corridor evaluation as a means of improving ABAG and MTC plans, the Committee developed and applied a set of selection criteria to determine which of the thirteen Bay Area corridors would be studied first.

Among the criteria were:

Regional Significance - Are there issues or problems of regional significance? Are there potential or proposed developments of regional significance?

Mutual Interest - Do ABAG and MTC agree the corridor is an important one to study jointly? Are there, at present, conflicts between ABAG and MTC?

Lead Time - Can ABAG and MTC policy recommendations have any impact or have the key development decisions already been made?

Resources - Were staff resources and data available to adequately conduct the study during the 1974-75 fiscal year?

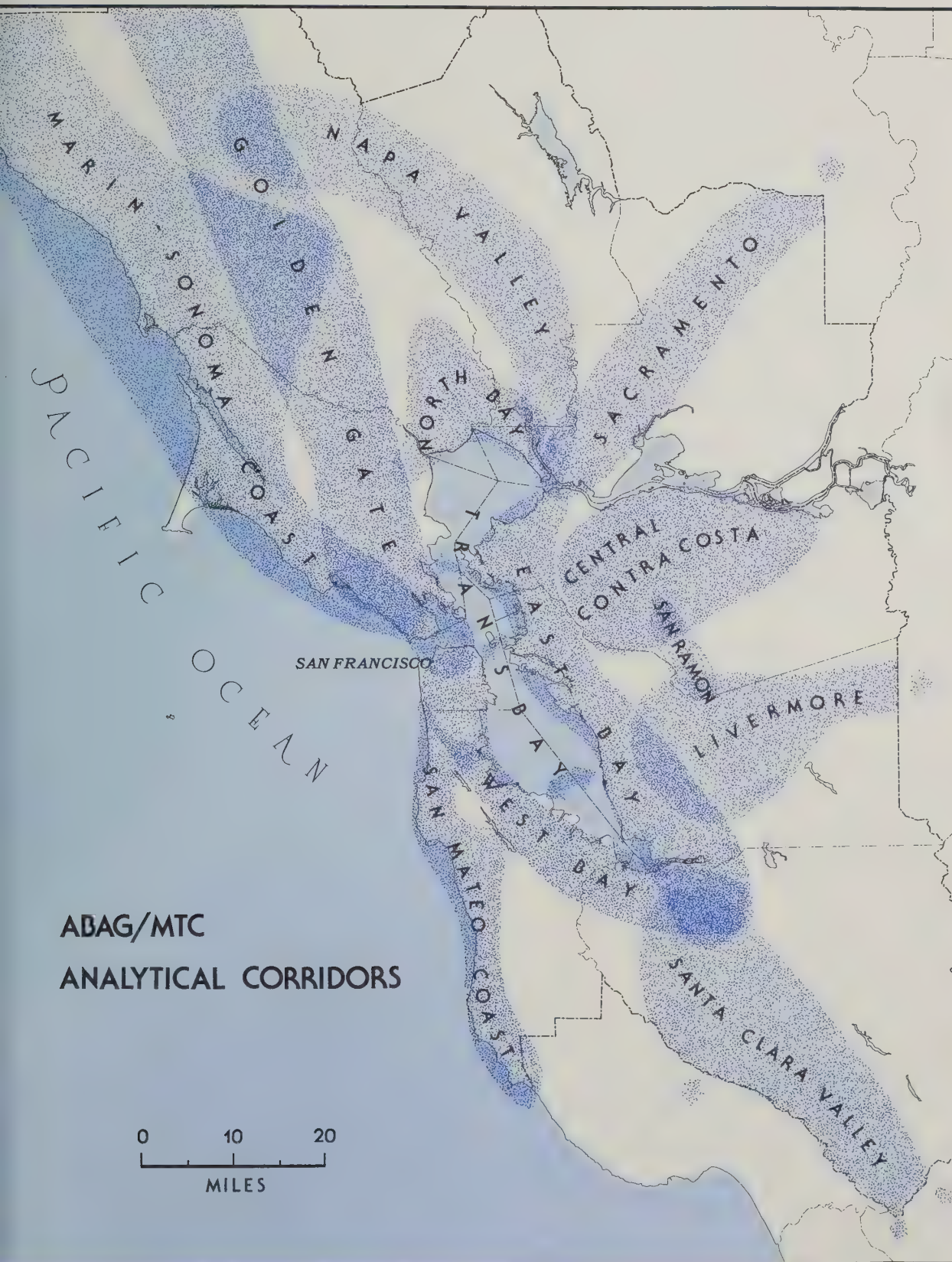
Applying these criteria, the Committee in August 1974 chose the San Mateo Coast Corridor as the first to be evaluated.

Key factors in the selection of the San Mateo Coast were:

- The regional significance of certain resource and recreation issues;
- The number of important capital investment decisions to be made during the next several years (water, wastewater and transportation);
  - The possible widening of Routes 1 and 92,
  - The possible extension of Route 380 to the coast,
  - The possible expansion of water and wastewater systems,
  - Proposals for major new developments.
- A major conflict in ABAG and MTC plans (highway capacities of Routes 1 and 92);
- The relative availability of information; and
- The desire to provide input to the development of the State's Coastal Plan.



FIG. 1



REGIONAL CORRIDORS

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## *DESCRIPTION OF THE SAN MATEO COAST CORRIDOR*

The San Mateo Coast Corridor extends along San Mateo County's ocean coastline from Pacifica south to the Santa Cruz County line and east to the Santa Cruz Mountains (see Figure 2). The Corridor is predominantly undeveloped except for the cities of Pacifica and Half Moon Bay, and a number of smaller, unincorporated communities. With the exception of its hillside areas, most of Pacifica is urbanized. Residential, commercial and recreational uses extend along Route 1 from Devil's Slide (just south of Pacifica) to Half Moon Bay.

Route 1 is the only north-south regional highway in the Corridor; Routes 92 and 84 provide east-west access from the less urbanized portions of the coast to the rest of the region; and Sharp Park Road is used as the east-west route linking Pacifica to bayside San Mateo County. Bus service in the Corridor consists of a small bus system in Pacifica, minimal Greyhound service from Pacifica and Half Moon Bay to San Francisco, and a bus line from the City of San Mateo to Half Moon Bay.

The present population in the Corridor is approximately 55,000, concentrated mainly in Pacifica and the Mid-Coastside. (See Figure 2a for an illustration of the three subareas in the Corridor.) There are few minorities living in the Corridor, with the exception of Pacifica which has a significant Spanish-surname population. The Corridor has attracted mostly middle-income families, living in single-family homes. Most of the employed residents in the Corridor commute to job locations in San Francisco and bayside San Mateo County.

## *INSTITUTIONAL SETTING*

Responsibility for public decisions which will affect the future of the San Mateo Coast is shared by many agencies. ABAG's role in these decisions is to review and comment on the consistency with regional planning objectives of requests for Federal funds. Proposals subject to review include, for example, those for wastewater treatment plants, park acquisition, hospitals, and schools. MTC's responsibility, as statutorily defined by the California Legislature, is to review all transportation proposals and approve for Federal or State funding only those which conform to the Regional Transportation Plan.

In addition to ABAG and MTC, public decision making for the San Mateo Coast Corridor is vested in the cities of Pacifica and Half Moon Bay, the County of San Mateo, and other regional and State agencies such as the Bay Area Sewage Services Agency, the State of California Department of Parks and Recreation, the Central Coastal Zone Conservation Commission, and CALTRANS. Some of the key policy decisions which must be made soon are:

- decisions by State, regional and local agencies on the level of their commitment to preserving the natural resources and scenic quality of the coast;





STUDY AREA MAP

- decisions by local governments on how much new development (and of what type) is desirable;
- decisions by local and regional agencies on how scattered or compact new development will be;
- decisions by ABAG and MTC on the required capacity levels of essential public services (transportation, water and wastewater treatment).

A more detailed description of the functions of ABAG and MTC is contained in Appendix A.

#### *SUMMARY OF POLICY RECOMMENDATIONS*

The policies being recommended by the Joint Policy Committee reflect both ABAG's city-centered concept and MTC's "transit first" approach. The policies are designed to achieve the kind of future in the San Mateo Coast Corridor described most closely by the Compact Growth Scenario (see pages 27-28 for an overview of the scenarios). Coordinated development of public services is emphasized. The policies are based on a population of approximately 65,000 along the coast by 1990, with 18,000-19,000 of that in the Mid-Coastside and the balance in Pacifica and the South-Coastside. Both ABAG and MTC would use these figures for planning the capacities of key public services (transportation, water and wastewater). Increases in wastewater capacity would not be made until a Local Agency Formation Commission (LAFCO) urban service area is established.

The policies are intended to accommodate some growth in the Corridor while preventing urban sprawl and providing for significant preservation of the coast's natural and scenic resources, including prime and economically productive agricultural land, especially outside the current corporate limits of Half Moon Bay and Pacifica and the San Mateo County Phase I Urbanization Areas. Transportation improvements would be made by improving transit and the efficiency and safety of the road system. Increases in highway capacity would be considered after 1990.

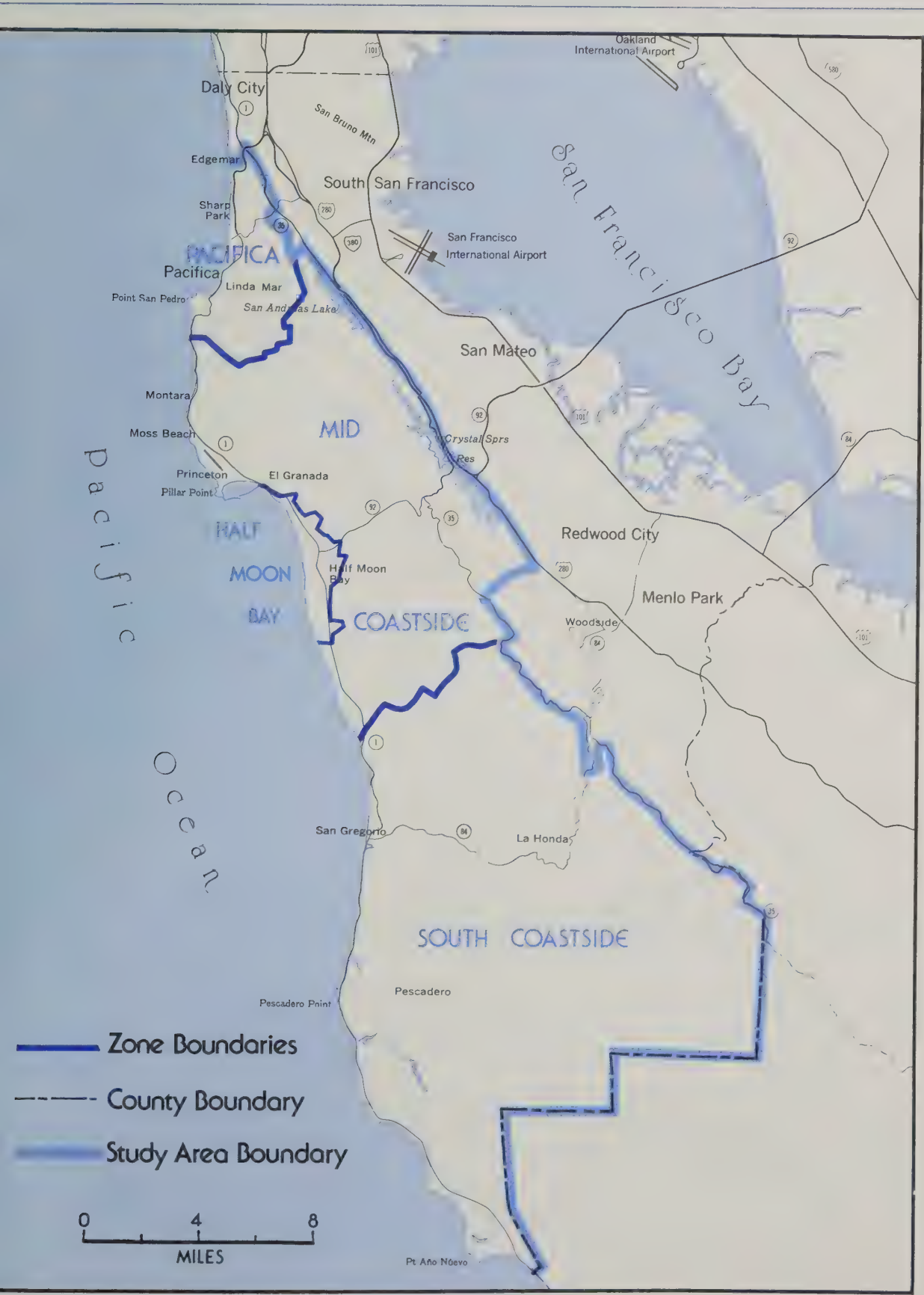
A complete set of the detailed policies is listed in the beige section of this report (pages 63 to 76). The major implications of the policies in terms of actions by ABAG and MTC are summarized below.

#### Land Availability

1. ABAG would review regionally significant development proposals that could (directly or indirectly) induce new development beyond San Mateo County's Phase I Urbanization Areas or the corporate limits of Pacifica or Half Moon Bay.



FIG. 2-A



ANALYSIS ZONES

2. ABAG would recommend approval of public service improvements beyond the corporate limits of Half Moon Bay, Pacifica and Phase I Urbanization Areas only if assurances are given against degradation of natural resources.
3. MTC would not approve the use of Federal funds (Federal Aid Urban) for roads serving the ridgeline areas of Pacifica.

#### Public Service (Water, Wastewater, Transportation)

4. ABAG would recommend approval of water and wastewater capacity increases commensurate with the following 1990 population levels: 19,000 in the Mid-Coastside and 42,000 in Pacifica. Approval would be contingent on the applicant agency's submission of information that documents the relationship between capacity and population served.
5. ABAG would not recommend approval of increases in wastewater systems' capacities until the San Mateo Local Agency Formation Commission (LAFCO) has established an urban service areas boundary.
6. MTC would program funds for transportation projects which would improve the safety and efficiency of the existing system, including a two-lane Devil's Slide bypass with bus and truck climbing lanes and one additional lane on Sharp Park Road.
7. MTC would not approve capacity increases for Routes 1 and 92 before 1990. After 1990 increases would be considered in light of transit feasibility.
8. MTC would not program funds for the construction of Route 380 west of Route 280.
9. MTC would incorporate Sharp Park Road and Westborough Boulevard as proposed improvements in its Regional Transportation Plan as substitutes for Route 380.
10. MTC would include additional funds in the Transportation Development Program (TDP) for increased transit service to recreational sites.

#### Resource Protection

11. ABAG would not recommend approval of any Federally assisted development proposals that would result in the conversion to urban use of prime agricultural lands, lands suitable for the production of coastal-dependent crops, or economically productive agricultural lands outside Half Moon Bay, Pacifica, or San Mateo County's Phase I Urbanization Areas.



12. ABAG would not recommend approval of any Federally assisted development proposals which would convert to urban use prime agricultural lands or lands suitable for the production of coastal-dependent crops inside Half Moon Bay, Pacifica, or San Mateo County's Phase I Urbanization Areas unless it is demonstrated that continued or renewed agricultural use of such lands is not feasible because of location, size, soil type or other characteristics.

### Social Equity

13. ABAG and MTC would not recommend approval of public service projects (water, wastewater, transportation) unless there is affirmative local effort to increase the supply of low-and moderate-income housing or if the transportation project improves the accessibility of low-mobility groups.

### Recommendations to Other Agencies

ABAG and MTC would urge that:

14. Pacifica and Half Moon Bay adjust their population estimates and development policies to reflect diminishing household sizes, regional population growth trends, and the restricted availability of land for urban uses.
15. Pacifica and Half Moon Bay maintain in their present use prime agricultural lands and lands suitable for coastal-dependent crops;
16. The San Mateo County LAFCO establish urban service area boundary lines consistent with ABAG's land availability policies.
17. The California Coastal Zone Conservation Commission deny permits for development in potential recreational areas;
18. The State of California uses State tidelands revenues as needed to subsidize the acquisition of recreational resources;
19. State and Federal agencies manage ecologically significant habitat areas, coastal wetlands, estuaries, and related buffer areas.
20. Major transit operators coordinate the provision of recreational and trunkline transit service to the San Mateo Coast Corridor and that the costs of regional recreational transit service be shared equitably by all appropriate operators.

The Committee's recommendations have been forwarded to ABAG and MTC for consideration as proposed amendments to their regional plans. The primary purpose of this report is to explain and document the process by which the Committee arrived at these recommendations. It is hoped that the report will not only serve as an adequate record of the past but also as a useful reference for future Corridor evaluations.

# SAN MATEO COAST CORRIDOR

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EVALUATION PROCESS	1	2	3	4
Regional Issues				
Possible Futures				
Findings				
Policy Alternatives				



The San Mateo Coast Corridor Evaluation process had four critical milestones: defining issues of regional significance, developing alternative futures, narrowing the choices of futures, and recommending a set of coordinated policies. At each of these points, public meetings and technical workshops offered citizens, local policy makers, and staffs from other agencies the opportunity to contribute their input into the evaluation process. (See Figure 3 for the detailed schedule of events.)

The first task of the evaluation efforts consisted of defining a broad list of issues of regional significance. The Issues Statement Appendix<sup>1</sup> contained a detailed listing of issues, related trends and conditions, and policy concerns in growth, transportation and environmental resources in the Coast Corridor. That report informed the Committee as to the nature of the questions that had to be answered. In addition, the Regional Policy Framework,<sup>2</sup> which contained a list of existing ABAG and MTC policies in growth, transportation and environmental resources, served as a reference point regarding potential amendment or clarification of these policies.

The second major task consisted of formulating a series of alternative futures (scenarios) for the San Mateo Coast Corridor. (A scenario is defined as a complete and internally consistent "picture" of what the Corridor might look like in the future.) These alternatives were developed to aid the JPC in identifying both consensus and controversy concerning the direction in which the Corridor might be heading, and defining technical questions on the effects of different policy decisions which staff could answer in order to help the Committee formulate its recommendations. Six scenarios were originally prepared by the staff:

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<sup>1</sup>Footnotes are listed in the References and Bibliography section, beginning on page 78.

Dispersed Moderate Growth

Environmental Protection

Energy Conservation

Compact Growth

Balanced Growth

Social Equity

(Scenarios are described in the Possible Futures chapter, page 28, in Appendix B, and in the materials prepared for the December, 1974 Study Session<sup>3</sup>)

Comments from the Committee, citizens, policy makers, and staff from other agencies were then incorporated to amend the scenarios before the staff proceeded to describe them in greater detail. The six scenarios were defined in terms of characteristics (statements describing future conditions), critical factors (those circumstances or events which determine if the scenarios will actually occur), and policy actions (governmental decisions which lead to the achievement of the different scenarios through their influence on critical factors).<sup>4</sup> The Committee, upon closer examination and after public comment on the amended scenarios, then selected the following three for further analysis: Environmental Protection and Recreation, Compact Growth, and Dispersed Moderate Growth.

The Energy Conservation, Social Equity, and Balanced Growth scenarios were not selected for further study because the Committee felt that these scenarios were too narrowly conceived and that some of their key characteristics should be incorporated into the remaining scenarios. Particular emphasis was given to incorporating parts of the Social Equity scenario.

The three remaining scenarios were then evaluated by staff regarding their policy implications for natural resources, different economic and social groups, transportation services, sewer and water facilities, employment potential in the Corridor, and recreational opportunities. Eleven technical papers were prepared describing this detailed analytical work.<sup>5</sup> These papers, as well as additional unpublished materials, were used to refine the policies and policy actions for the three scenarios.

After a final period of public comment and technical review, the policies associated with the Compact Growth scenario were unanimously adopted by the Committee. The recommended policies now go to both ABAG and MTC as proposed amendments to ABAG's Comprehensive Regional Plan and MTC's Regional Transportation Plan.



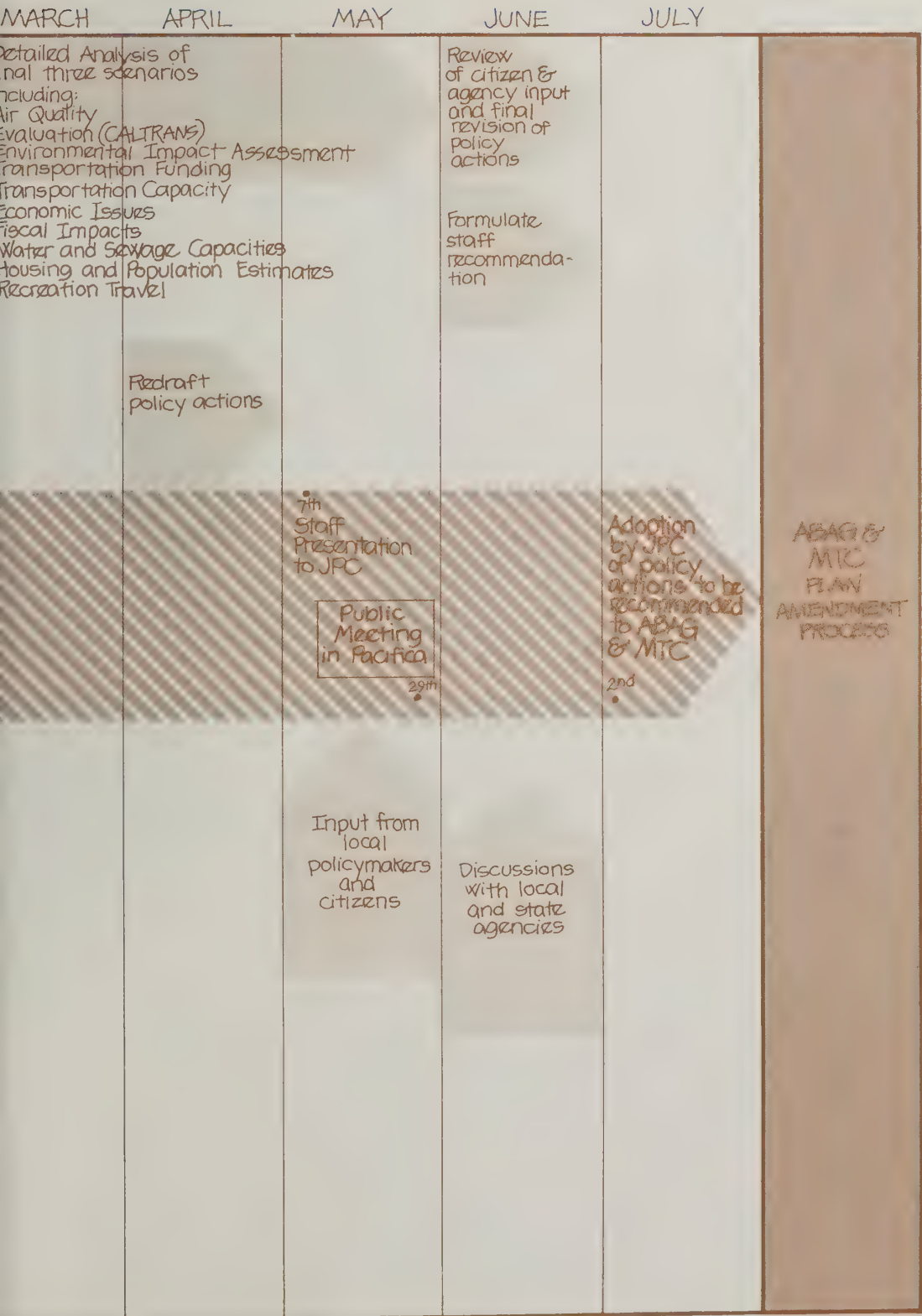


# SAN MATEO COAST CORRIDOR

1974 AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER 1975	JANUARY	FEBRUARY
ABAG/ MTC STAFF		Definition of Regional Issues  Conditions and trends evaluated  Formation of six scenarios	Regional Policy Framework and Issue Papers presented to JPC		Revision and detailing of scenarios  Population, travel pattern and transportation financing analysis  First draft of Policy Actions	
ABAG/ MTC POLICY COMMITTEE ACTIONS	San Mateo Coast selected for first ABAG/MTC Corridor Evaluation			Study Session in Half Moon Bay and bus trip through Corridor by JPC  14th		Study Session in Pacific JPC narrows scenarios from 3 to 6 13th
CITIZEN AND LOCAL AGENCY INPUT				Input from local Policymakers and citizens	Presentations to JPC by San Mateo County Planning Department  Discussions with local agencies	
				Technical Workshop with staff representatives from various agencies		



FIGURE 3



# SCHEDULE OF EVENTS

# SAN MATEO COAST CORRIDOR

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## 1

## Issues of Regional Significance

- How much development should occur?
- What type of development should occur?
- Where should development occur?
- What transportation improvements are needed?
  - for meeting commuter needs?
  - for providing access to recreation sites?
  - for improving safety?
- What coastal resources should be preserved?
- How can the needs of special populations be served?



In order to focus on the most crucial decisions which ABAG and MTC, as well as other agencies, would have to make regarding the San Mateo Coast Corridor, a list of unresolved planning issues were compiled. Since this evaluation effort was undertaken in order to refine or amend the policies of ABAG and MTC, the Committee concentrated on defining and researching issues of regional significance. An issue of regional significance exists when dealing with a location, facility, or service that is a necessary element in a unified and coordinated regional system because it has regional use (roads, parks). The regional interest extends also to those elements which are important links to or provide support for the regional system (local bus routes). The magnitude of financing for a project is also a measure of regional significance because of the effect that funding decisions would have upon the funding of other projects or programs within the region (highway improvements, sewage treatment plants). Regional interest also involves those facilities or services having a significant impact upon the social environment, the natural environment, the economy, or land use which is of more than local concern (large residential developments).

A complete list of issues was compiled for the Corridor to serve as a structured framework upon which the subsequent analysis and policy development could be based. This list, described in the Issues Statement Appendix (see reference 1), contained both local and regional policy concerns. However, as the evaluation progressed, the major issues of regional significance became apparent. These issues were defined in the paper Issues of Regional Concern in the San Mateo Coast Corridor.<sup>6</sup>

Issues were categorized by six major subject areas dealing with (1) the degree of urbanization, (2) the location of urbanization, (3) the preservation of coastal resources, (4) the provision of transportation improvements for commute and recreation trips, (5) housing and access opportunities for low income, minority, and low mobility groups, and (6) the level of public investment.

The first issue was HOW MUCH URBANIZATION SHOULD OCCUR IN THE CORRIDOR? The cities of Pacifica and Half Moon Bay felt that it was desirable and even fiscally necessary to continue growing at a rapid rate. Pacifica's most recent adopted plan is based on a 1990 population of 65,000 persons, as compared to approximately 40,000 today.<sup>7</sup> Half Moon Bay's General Plan was based on a population increase from 5,500 today to 28,000 by 1990.<sup>8</sup> San Mateo County, on the other hand, was planning for lower population levels. By using its Resource Management zoning classification, the County's planning staff felt that a population of 19,000 in 1990 would be a reasonable planning figure for the Mid-Coastside. (The Mid-Coastside's present population is approximately 12,000.)

ABAG had attempted to deal with the issue of urbanization in its Ocean Coastline Plan.<sup>9</sup> However, since the main focus of that effort had been to define resource preservation policies, ABAG did not have a set of growth and development policies for the San Mateo Coast that were detailed enough to be used in project reviews. Thus, ABAG and MTC (which has to coordinate its transportation program with ABAG's regional growth and development policies) needed to refine and amend the policies contained in the Regional Transportation Plan and Comprehensive Regional Plan before the two agencies could define their position on growth in the Corridor.

A second issue was WHERE SHOULD URBANIZATION OCCUR IN THE SAN MATEO COAST? Again, the cities, especially Half Moon Bay, felt that residential or commercial development could occur while still achieving the preservation of agricultural or open space lands. Half Moon Bay's General Plan proposed to retain agricultural uses mainly outside urbanized areas. Inside urbanized areas, only areas of critical environmental concern such as hazardous areas would not be converted to urban use.<sup>10</sup> Pacifica's planning objectives included additional residential development in the Sweeney Ridge area (to be served by the proposed Route 380 freeway) and increased office park and residential development in the remaining undeveloped ridgeline areas of the city. (Existing land use is shown in Figure 4, transportation facilities in Figure 5, and hazardous areas in Figure 6.)

In reviewing projects and programs, ABAG (for sewers, water lines, parks) and MTC (for Federal Aid Urban roads or regional highways) thus had to determine, from a regional perspective, if land available for urban development in the Corridor would include most land free from hazards, all land within existing communities, or only land within existing communities having no value for agriculture or scenic quality.

A related issue was WHAT COASTAL RESOURCES SHOULD BE PRESERVED AND IN WHAT SITUATIONS MIGHT LOSSES OF THESE LANDS TO URBANIZATION BE ACCEPTABLE? Natural resources in the San Mateo Coast include beaches and dunes, scenic views, streams and habitat areas, existing or potential recreation sites, and lands particularly suitable for growing coastal-dependent crops such as brussels sprouts and artichokes. Some of these resources would be irretrievably damaged by urbanization, while others would be significantly altered by increased development (even recreational in nature). Some of these resources would be affected directly (agricultural lands converted to urban uses) and others indirectly (development on the ridgeline altering the coastal view). What one jurisdiction does affects lands or resources located in another jurisdiction. The preservation of these resources requires coordination between regional and local decision makers. Thus, ABAG and MTC had to identify which coastal resources should be maintained because of their regional importance.



Transportation issues were often discussed in conjunction with urban development and resource preservation questions. The most important unresolved questions were *WHAT TRANSPORTATION IMPROVEMENTS, IF ANY, ARE NEEDED TO IMPROVE SAFETY ON COASTAL ROADS? PROVIDE BETTER ACCESS TO RECREATION SITES? MEET COMMUTER NEEDS? OR FOSTER IMPROVED MOBILITY FOR SPECIAL GROUPS?* A somewhat related question was *CAN TRANSIT WORK IN THE COAST?* Both San Mateo County and the two cities support expansion of coastal highways. In March 1976, Pacifica, which is also on record favoring the continuation of Route 380 from I-280 to the coast, will hold a public referendum on this issue. San Mateo County Supervisors have not yet taken a definite stand on the issue of Route 380, but do favor an additional east-west lateral highway south of Sharp Park Road. Local agencies also state that land use controls (zoning) can be relied upon to constrain growth generated by highway improvements, that existing recreational access is inadequate and that transit is not a solution to congestion problems. CALTRANS, which has signed freeway agreements with both cities and the County for Routes 1, 92, and 380, is presently preparing a Draft Environmental Impact Statement on the Devil's Slide Bypass for Route 1. A Draft Environmental Impact Statement on Route 380 was completed and circulated in 1974. No detailed assessment for Route 92 has begun. MTC's Regional Transportation Plan contains Routes 380, 1, and 92 as proposed improvements to the regional highway system. However, in the ten-year funding program (1974-1984), no money has been allocated for Route 380, \$10.62 million has been allocated for minor improvements to coastal roads (mainly Route 92), and \$24.3 million has been programmed for the construction of a Devil's Slide Bypass. The nature or extent of any of these improvements have not been specified by MTC. Thus, ABAG and MTC must decide what highway improvements on Routes 1 and 92 are necessary for safety objectives and recreation or commuter traffic, whether Route 380 should be constructed in the Corridor, and how these potential transportation decisions can be made consistent with regional development and modal-choice objectives, and overall funding constraints.

Questions of social equity for different social and economic groups also needed to be addressed. Foremost among these were *HOW CAN LOW-AND MODERATE-INCOME HOUSING BE PROVIDED IN THE CORRIDOR, and HOW CAN TRANSPORTATION TO AND WITHIN THE CORRIDOR BE PROVIDED FOR LOW-MOBILITY GROUPS?* There seemed to be general agreement by all jurisdictions on the desirability of meeting social equity objectives. However, there also existed a great variation in the commitment (i.e., programs) to carry them out. ABAG and MTC thus had to decide how strong a position they intended to take in order to incorporate social equity objectives into programs for which they were responsible.

---

The unifying thread in all of the issues was the general question of *HOW MUCH, FOR WHOM, WHERE, WHEN, AND AT WHAT RATE WOULD PUBLIC INVESTMENT IN THE CORRIDOR BE MOST CONSISTENT WITH REGIONAL OBJECTIVES?* For example, are access improvements to the Coast more important, in a regional sense, than improvements to Bayside communities? Should development in the Coast continue to take place at a rapid rate or should some of it be "re-directed" toward Bayside cities? Should the Corridor be developed as a middle and upper income residential area or should it be preserved for recreation purposes? These were the main questions that needed to be answered.



# EXISTING LAND USE



FIG. 4





# REGIONAL HIGHWAYS

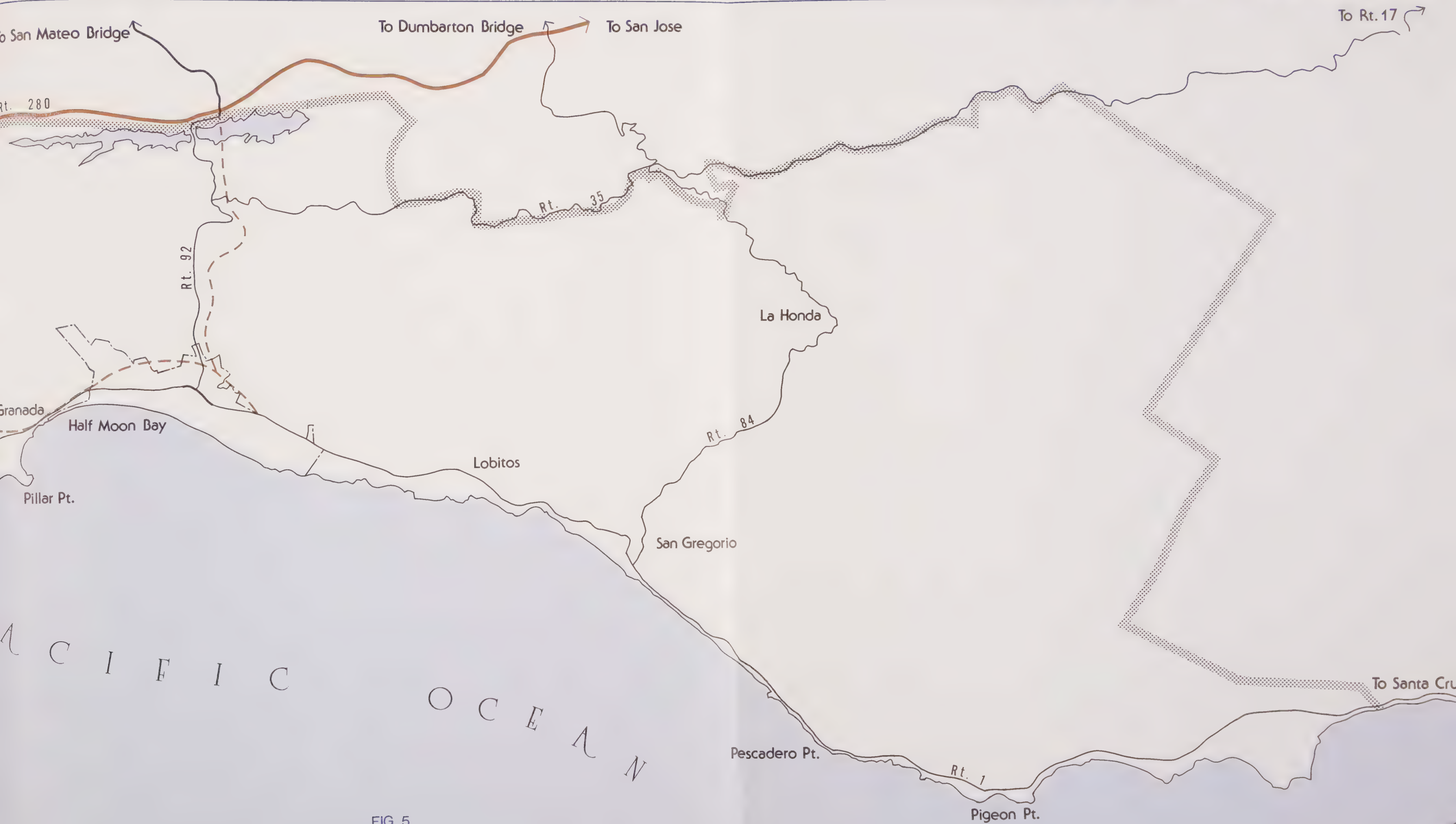


FIG. 5





# NATURAL HAZARDS



FIG. 6



## 2

## Possible Futures

### Scenarios

- Balanced Growth
- Compact Growth
- Dispersed Moderate Growth
- Energy Conservation
- Environmental Protection and Recreation
- Social Equity



The purpose of the San Mateo Coast Corridor Evaluation was the development of a set of more detailed and coordinated policies and implementation actions which, when adopted as amendments to ABAG's Comprehensive Regional Plan and MTC's Regional Transportation Plan, would serve as guidelines for making public investment decisions. In order for the Committee to develop this set of policies and actions, possible futures which could occur in the Corridor had to be defined and described.

Alternate futures or "scenarios" were defined as conditions that would exist in the Corridor as a result of public and private actions. Each scenario consisted of three main elements - characteristics, critical factors, and policy actions. Characteristics are statements describing a set of future conditions for each scenario, i.e., they are intended to convey alternative 'pictures' of the Coast's future. For example, scattered residential development could not occur without at the same time precluding public acquisition of many beach and park sites.

Critical Factors were defined as those circumstances or events which determine whether or not a scenario actually occurs. Some critical factors may affect all scenarios in much the same way and to the same degree. Others may have varying importance in different scenarios. Some - not all - would be under the control of public agencies. For example, land use controls, such as zoning and subdivision regulations, are almost always a local responsibility while some transportation decisions, such as providing funds for highway capacity increases, involve regional, State, and Federal agencies as well.

Policy Actions refer to specific and detailed governmental decisions which, through their influence on critical factors, lead to the achievement of the different scenarios. Examples of policy actions would be controlling the capacity and extent of sewer, water, and transportation facilities (which are critical factors) thus resulting in less population growth in the Corridor (a possible scenario characteristic).

Scenarios were used in the Corridor evaluation process for two major purposes. First, the scenarios were devised to show how possible policy actions could be grouped together to define consistent futures for the Corridor. Second, they were designed to help the Joint Policy Committee decide which of the many sets of possible policy actions should be evaluated in detail.

POSSIBLE FUTURES

There were six original scenarios developed in order to provide a wide range of options for the San Mateo Coast Corridor. The scenarios, whose titles were derived from their key elements, were Dispersed Moderate Growth, Balanced Growth, Social Equity, Compact Growth, Energy Conservation, and Environmental Protection. Three of the scenarios dealt mainly with physical development features:

- Dispersed Moderate Growth was assumed to illustrate what future conditions would be like if present trends continued, i.e., expanding public services to serve scattered residential development;
- Compact Growth would result if future development was concentrated in or adjacent to existing communities; and
- Environmental Protection would require that growth and development in the Corridor be curtailed so as to maintain coastal resources (agriculture) and preserve coastal amenities (scenic views).

The other three scenarios were based on different assumptions:

- Balanced Growth, dealing mainly with employment issues, would require that residential development be phased with the provision of additional employment in the Corridor;
- Social Equity would require greater pursuit of equity considerations by public agencies in housing, employment, and transportation opportunities; and
- Energy Conservation was designed to ascertain the effect which a mandated change in energy consumption patterns would have on the Corridor.

These descriptions illustrate only the main element of each scenario. A detailed description of the characteristics, critical factors, and possible policy actions for each scenario is contained in Appendix B.

Although most critical factors affect each scenario differently, there are two which would affect all scenarios equally, and over which local and regional governments have little control: Regional growth pressures and natural constraints on development. The growth of population and employment expected in any of the scenarios depends upon the rate of growth of the region itself. This growth provides the demand for new homes and new jobs throughout the region, including the San Mateo Coast Corridor. In the long run, birth and fertility rates are important in determining population growth. However, the people who will be forming new households and entering the job market for the next twenty years (the assumed planning horizon) have already been born. For that period, new births will only influence the need for schools, child care facilities, and other social services.



Economic conditions in the Region also have an important effect on the development of the Corridor. Growth in the San Mateo Corridor will be based on new jobs within the Corridor or, more likely, new jobs within commuting range of the Corridor, from San Francisco to Palo Alto. A long period of economic stagnation would inhibit the creation of new jobs. Furthermore, poor economic conditions could limit private and public financing necessary for new development to occur in the San Mateo Coast Corridor.

An economic factor of national significance is the supply and price of gasoline. Energy shortages, high prices, or even uncertainties over future supplies could limit the attractiveness of the San Mateo Coast Corridor for new residents.

Finally, in all of the scenarios it was assumed that appreciable development would not occur in areas having slopes of over 30%, near fault traces or flood plains, or with high susceptibility to landslides because of the extra costs and hazards associated with building in these areas.

All of these factors affect the rate of growth for all scenarios. However, the limitation of growth has a most dramatic effect on the Dispersed Moderate Growth, Compact Growth, and Balanced Growth scenarios because the achievement of these scenarios requires additional residential and commercial development.

There are other critical factors which have a major effect on which scenario will actually occur. Land available for urbanization, transportation capacities (especially the capacities of highways), sewage treatment capacity, and water supply are key critical factors determining the amount of land which is developed in the Corridor and the population levels which can be achieved. How much development actually occurs will also depend on the availability of employment within commuting range of the Corridor and on whether there are large amounts of undeveloped land in the Bayside (which is closer to job centers) competing with the Corridor for residential development.

The patterns of land use and residential development will depend primarily on the degree of enforcement of land use controls, the amount of public land acquisition, and on the decisions concerning the extension of basic facilities such as sewer and water lines. These factors are critical to the protection of agricultural lands and other environmentally sensitive areas, the scenic qualities of the Corridor, and access to beaches.

Recreation opportunities are very much dependent on three critical factors. First, land use controls are necessary for the maintenance of the scenic qualities of the San Mateo Coast Corridor which are themselves a part of the recreational experience. Second, land acquisition is needed for the maintenance and expansion of areas for public use. Third, the number of people throughout the region who can use the recreational opportunities in the coast is dependent on the level of transportation access provided to coastside recreation areas.

The achievement of social equity objectives depends on the development and use of housing subsidies to broaden the income range of people who can find housing on the coast. Additionally, jobs, transportation and community services must be made available for a broad range of population groups.

FINALLY, AND MOST IMPORTANTLY, A PREFERRED SCENARIO WILL NOT JUST HAPPEN. VARIOUS DECISIONS HAVE TO BE MADE AND IMPLEMENTED FOR IT TO OCCUR. THUS, THE POLICY ACTIONS WERE THE PARTS OF THE SCENARIOS THAT THE COMMITTEE HAD TO BE MOST CONCERNED WITH BECAUSE THEY WERE THE MEANS BY WHICH THE CORRIDOR'S FUTURE COULD BE AFFECTED.

Analyzing all six scenarios in detail would have been a time-consuming and possibly unnecessary process. The Joint Policy Committee decided to reduce the number of scenarios after receiving additional public responses. The Committee did so by removing the Balanced Growth scenario from further consideration because of its unattainability (the Corridor was not likely to attract a significant number of employment opportunities),<sup>11</sup> and by incorporating the features of the Social Equity and Energy Conservation scenarios with those of the Dispersed Moderate, Compact Growth, and Environmental Protection and Recreation scenarios, where applicable. Thus, Social Equity objectives would be compatible with all three remaining scenarios. However, Energy Conservation would not be consistent with the continued auto dependence assumed under the Dispersed Moderate, and to a lesser extent, Compact Growth scenarios. The amount of land available for urbanization continued to be defined as before: for Dispersed Moderate all unhazardous lands within municipal boundaries or San Mateo County's Phase 1 urbanization areas, for Compact Growth all unhazardous lands within existing communities while attempting to preserve coastal resources in these areas, and for Environmental Protection and Recreation all unhazardous lands within municipal limits not presently used or suitable for agriculture.





# SAN MATEO COAST CORRIDOR

## Findings

3

### GROWTH & DEVELOPMENT

- Pacifica's population will probably not exceed 42,000 by 1990.
- The population of the Mid-Coastside will probably not exceed 24,000 by 1990.
- Little growth is expected in the South Coastside.
- Housing opportunities for low and moderate income persons will be minimal without significant public action.

### CORRIDOR ECONOMY

- Most coastal residents work outside the corridor.
- Agriculture is the major corridor industry.
- Employment growth within the coastal communities is likely to be modest.

### FISCAL IMPACTS

- The provision of essential public services is least costly for contiguous development.

### NATURAL RESOURCES

- The corridor has many unique and sensitive natural and scenic resources which are extremely vulnerable to degradation.

### PUBLIC SERVICE CAPACITIES

- Local sources of water supply in the Mid-Coastside have not been fully used and are sufficient to support a moderate level of urban growth.
- Limitations on wastewater treatment capacity could be a significant development constraint in the Mid-Coastside.

### TRANSPORTATION & TRANSIT

- Existing road design capacities are rarely exceeded on weekdays.
- Injury and fatality rates on corridor highways are not significantly higher than on similar roads throughout the state.
- Unless new sources of highway or transit funds can be found, only minimal transportation improvements will be possible.
- Significant increases in highway capacities would probably induce significant population growth and thus not result in improved transportation service in the long term.

### RECREATION

- The corridor is a regional recreational resource with levels of activity varying greatly by time of year.
- Existing road design capacities are exceeded less than ten weekend days or holidays a year.
- Parking facilities (not road capacities) are the major constraint to greater use of

San Mateo County



As part of the evaluation process, the Committee had to determine what the present and likely future conditions in the Corridor were in such areas as growth, transportation, recreation, and environmental impacts. The analysis that was conducted was aimed primarily at pointing out distinctions between the three scenarios (Dispersed Moderate, Compact Growth, and Environmental Protection and Recreation) for both the critical factors and the policy actions.

The effects of general decisions in transportation, public facilities, recreation, etc., on the Coast's future had to be determined to weigh the differences among the possible critical factors. In order to weigh the differences among possible policy actions, the effects due to specific decisions which could be made by ABAG and MTC had to be evaluated. Such decisions could include, for example, approving capacity increases on Routes 1 and/or 92, and recommending approval of sewage treatment plant expansions.

The analysis was divided into seven major categories:

Growth and Development - related to regional growth, land availability, housing opportunities, demographic characteristics;

Corridor Economy - employment growth, coastal agriculture;

Public Service Capacities - water and sewer services;

Fiscal Impacts - generalized development costs;

Natural Resources - scenic quality, agriculture, air quality, resource preservation;

Transportation - present and future travel patterns, existing traffic counts and accident records, capacities and funding forecasts;

Recreation - resources and access.

The detailed discussion on these items is contained in a series of technical papers prepared by ABAG and MTC staff, as well as CALTRANS staff.<sup>12</sup> A summary of the major findings developed in these papers is presented in the following pages.

## GROWTH AND DEVELOPMENT

1. Pacifica is not expected to grow at a rapid rate. Although Pacifica has enough land to expand its population by possibly 38%, the actual housing supply is expected to grow slowly. The estimated population in Pacifica for 1990 is 41,000-42,000.

(See Figure 7.)

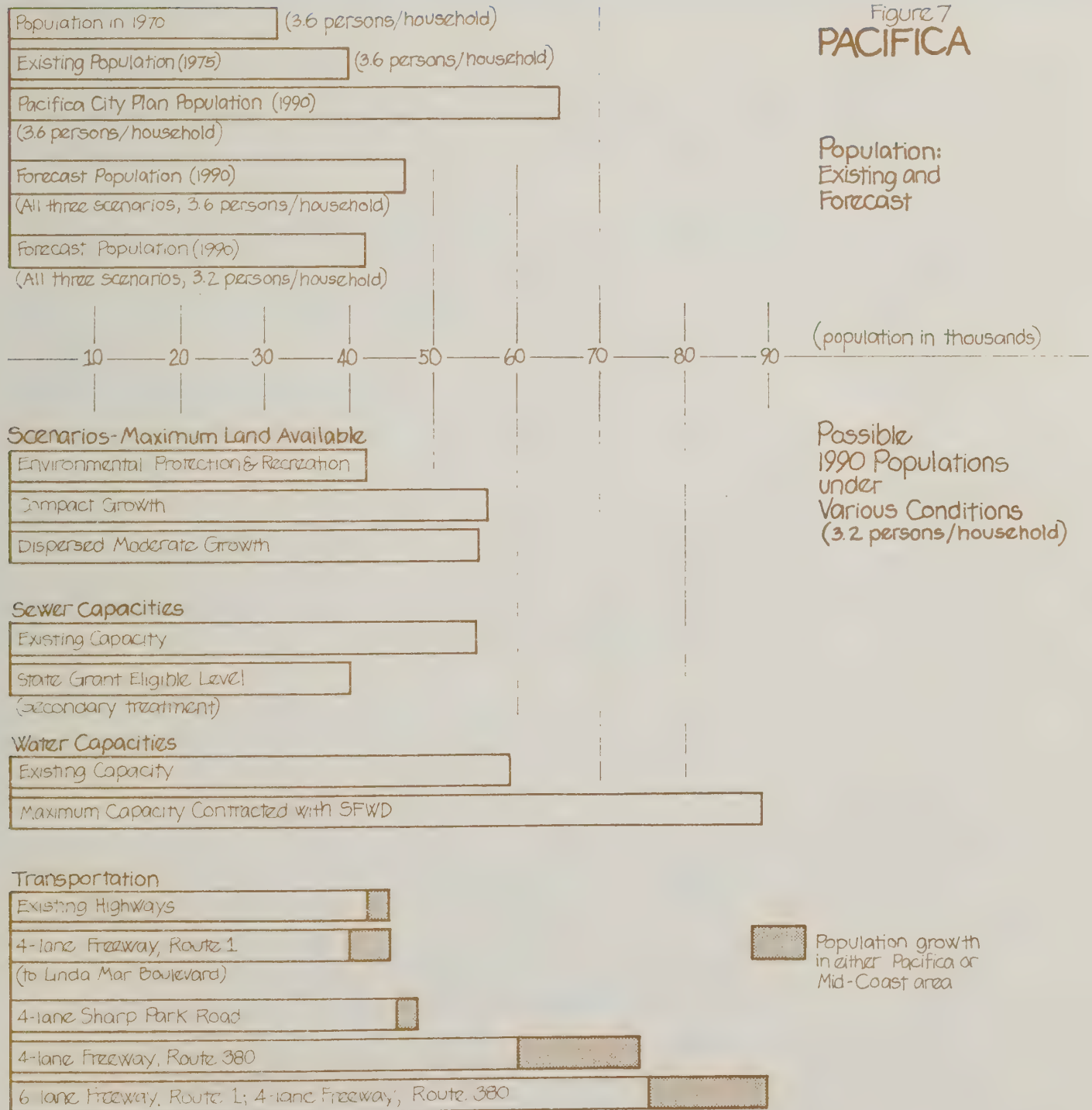
2. Sewage treatment capacities are not expected to constrain growth in Pacifica in the near future. However, if the following ultimate population holding capacities, based on land availability, are to be achieved, additional sewage treatment capacity and the expansion of Route 1 and construction of I-380 would be required for the Compact and Dispersed Moderate Growth scenarios figures:

Environmental Protection and Recreation Scenario	41,000
Compact Growth Scenario	56,000
Dispersed Moderate Growth Scenario	54,000

Under the Environmental Protection and Recreation scenario, development would not occur in the Hillside Preservation District and would occur elsewhere at existing densities. Under Compact Growth, development would occur in all areas under 30% slope except Sweeney Ridge and at densities somewhat higher than today's, while in the Dispersed Moderate Growth scenario all currently vacant land under 30% slope would be developed at existing densities.

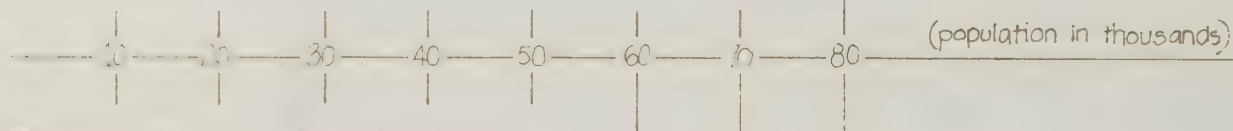
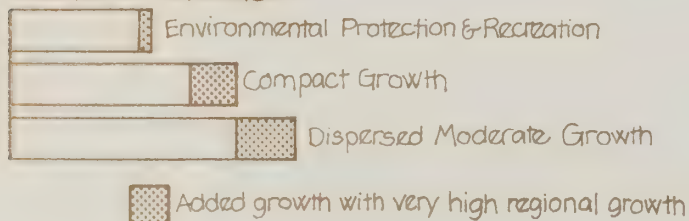
3. Population, as projected in Pacifica for 1990, is expected to be much lower than current city projections. Pacifica's General Plan is currently based on a 1990 population of 65,000. These figures may be unrealistic, however, in terms of actual market demand, since the average growth that is projected by Pacifica would be over 3% per year while the maximum projected by ABAG/MTC is 1% per year. The main constraint to rapid population growth in Pacifica is the limited availability of land priced low enough to compete with the development costs of land in other areas of the region.
4. Growth in the Mid-Coastside (Half Moon Bay, El Granada, Moss Beach and Montara) depends greatly on the land available for development, density of new development and the capacity of transportation, water, and sewer systems. The present Mid-Coastside population is approximately 12,000. Assuming that the necessary transportation, water, and wastewater capacities were supplied, it is estimated that the following population levels would be reached by 1990 in the Mid-Coastside under the varying land availability and density assumptions of each scenario:



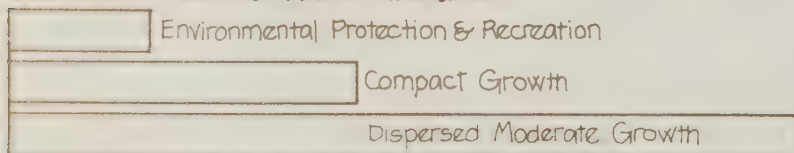




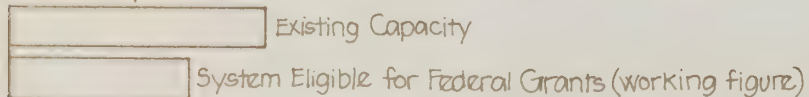
### Scenario Forecasts



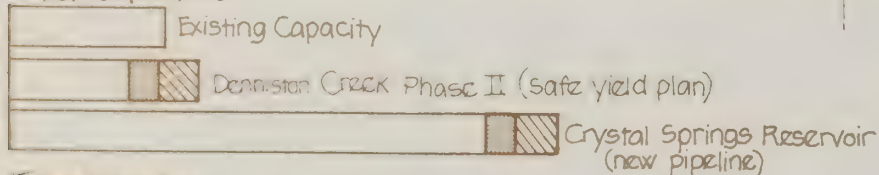
### Scenarios - Maximum Land Available



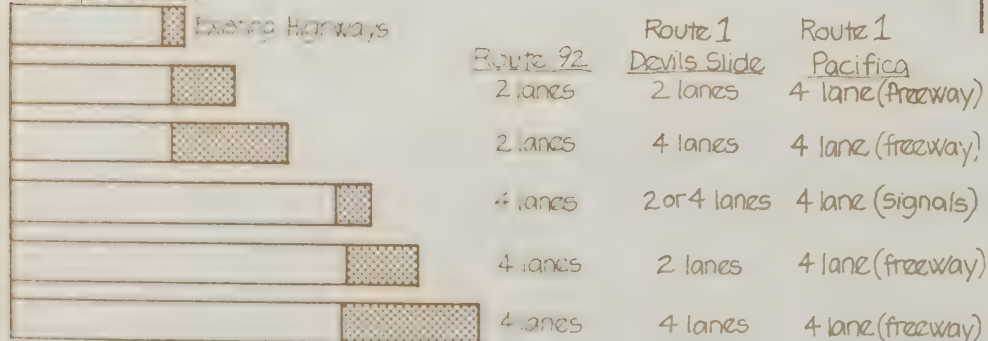
### Sewer Capacities



### Water Capacities



### Transportation



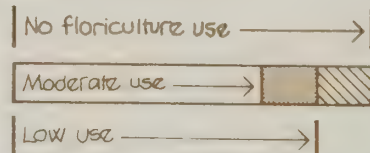
Population growth in either Pacifica or Mid-Coast area

Figure 8  
**MID-COASTSIDE**  
(Half Moon Bay, El Granada,  
Moss Beach, Montara)

Population:  
Existing and  
Forecast

Possible  
1990 Population  
under  
Various Conditions

Potential population  
levels assuming:





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Environmental Protection and Recreation scenario	12,000
Compact Growth scenario	18,000
Dispersed Moderate Growth scenario	21,000

These population levels are still significantly lower than the 24,000 which the City of Half Moon Bay is predicting for the Mid-Coastside by 1990. (See Figure 8.)

- a. Holding Capacities: The following are the ultimate populations which the land available under each scenario could support, assuming new development at existing densities for the Environmental Protection and Dispersed Moderate Growth scenarios and at slightly higher densities under the Compact Growth scenario:

Environmental Protection and Recreation scenario	13,500
Compact Growth scenario	34,400
Dispersed Moderate Growth scenario	76,000

The Environmental Protection and Recreation scenario is the only one in which land availability, based on the preservation of agriculture and other environmental resources, would be a constraint in the foreseeable future. Only a small fraction of the total holding capacity of the Mid-Coastside would be used in the other scenarios because the area is far from employment centers, new industry is not expected to locate within the Corridor, and other areas in the region are competing for the same types of development.

- b. Transportation Constraints: The capacities of highways leading into the Corridor (Route 1, Sharp Park Road, and Route 92) limit the population of the entire Corridor. In addition, the section of Route 1 between Sharp Park Road and Half Moon Bay affects the amount of the Corridor's growth in population that occurs in either the Mid-Coastside area or Pacifica. Existing highways could provide enough capacity to support a population of approximately 16,000 in the Mid-Coastside area. Transportation is thus not a constraint in the Environmental Protection and Recreation scenario. If it is assumed that transit can add to this capacity, transportation would not be a constraint in the Compact Growth or Dispersed Moderate Growth scenario until 1990. Existing highways do constrain the population level to be reached under the Dispersed Moderate Growth scenario.

Expansion of Route 92 to a four-lane freeway would increase the population of the Mid-Coastside, removing constraints on all scenario populations for the foreseeable future. Expansion of Route 1 to a four-lane freeway would increase possible population levels sufficiently so that the Dispersed Moderate Growth scenario population would not be constrained until approximately 1990, provided that the capacity of the portion of Route 1 between Sharp Park Road and Linda Mar is also increased.

Expansion of both Route 92 and Route 1 to four-lane freeways would provide enough capacity to permit a population of 36,000 in the Mid-Coastside. This figure is greater than the ultimate holding capacity of the Compact Growth scenario.

- c. Water Constraints and Sewer Constraints: Present water system capacities constrain the development of the Mid-Coastside. The capacities of existing Mid-Coastside wastewater systems (except in El Granada) do not constrain growth. Contractual arrangements with the San Francisco Water District would permit removal of water constraints for the foreseeable future. If the new pipeline required to implement this contract were not built, other local sources could be developed to permit a population of approximately 19,000 (about the same level as expected under an unconstrained Compact Growth scenario). The capacity of the sewer system which would be eligible for Federal funding is under review by the State Water Resources Control Board. It is anticipated that wastewater capacity for a population in excess of 20,000 would have to be entirely locally financed.
  - d. Private Development: Another significant factor affecting the development of the Mid-Coastside is that much of the developable land in the area is in one ownership, i.e., Half Moon Bay Properties, Inc. (a subsidiary of Westinghouse Corp.). Its decisions to delay or push its projects (within the limitations just described) could dramatically affect the total amount of growth in the area.
5. Growth in the South Coastside is expected to be minimal under any of the scenarios. The South Coastside is far from major employment centers (60-70 minutes travel time) and is not easily served by facilities (sewers) required for major developments. It is assumed that scattered development of approximately 15 housing units/year could occur in the foreseeable future under the Dispersed Growth scenario, that much lower growth in the existing small communities would occur in the Compact Growth scenario, and that virtually no growth would occur in the Environmental Protection and Recreation scenario due to strong land use controls.
  6. Major Developments could be a significant factor in the South Coastside. Although major development in the South Coastside is not expected, it remains a distinct possibility. San Mateo County has received proposals for the development of thousands of units in this area, mostly for second homes. Under the Resource Management District regulations, the County Planning staff estimates that as many as 5,000 dwelling units could be built in the South Coastside area. Thus, one large development of 300 units could easily provide more than twenty years growth at the anticipated levels discussed above.



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CORRIDOR ECONOMY

1. Employment growth in the Corridor has occurred primarily in response to population growth. Although coastal rates of employment growth over the period 1965-70 generally exceeded county and regional rates, most added employment was in the local serving groups, including retail trade, services and local government. Basic employment types such as manufacturing and wholesale trade have shown only modest increases within the coastal communities.
2. The coastal economy is closely tied to other parts of the Bay Area. The 1970 census showed that 40% of coastal jobs were held by non-coastal residents, while approximately 75% of the coastal work force held jobs outside the coastal area.
3. Future job opportunities for residents of coastal communities will be modest. The most important employment centers for Mid-Coastside residents are San Francisco, and Bayside cities in San Mateo County. Mid-Coastside residents commute greater distances to work than employed Pacifica residents because the Mid-Coastside communities of Montara, Moss Beach, El Granada, and Half Moon Bay are relatively inaccessible to major employment centers. Travel times on the order of 40-50 minutes will, however, enable residents of these communities to take advantage of mid-peninsula employment opportunities involving relatively large shares of craft and trade occupations.
4. Horticultural production is the most viable component of coastal agriculture. High land costs make cultivation of truck crops less viable. Horticultural production, particularly indoor growing, has shown substantial increases over recent years. Analysis of national demand patterns and recent trends in the San Mateo Coast indicate a large growth potential for horticultural production, subject, of course, to possible competition from other Bay Area locations.
5. The level of basic employment will depend greatly on future growth patterns. The largest component of basic employment in the Corridor is due to agricultural and floricultural production. Under the assumed characteristics of the Environmental Protection scenario, these land uses would be better able to withstand conversion to urban uses. Thus, this scenario will have a higher level of basic and total employment than will the Compact Growth and Dispersed Moderate Growth scenarios.

(See also Findings on Natural Resources, page 49.)

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## PUBLIC SERVICE CAPACITIES (Water and Sewer)

1. In the past, most Mid-and South-Coastside water utilization was for agriculture. Surveys conducted for the Mid-and South-Coastside areas (Point San Pedro to the Santa Cruz County line) indicate that in 1960 over 85 percent of water use was for irrigation of truck crops, field flowers and irrigated pasture. The remaining urban uses involved modest imports from the San Francisco Water Department.
2. Current conditions indicate declining agricultural uses and increasing reliance on imported water for urban uses. Irrigation requirements declined over the period 1960-75, but former sources used for agricultural purposes cannot meet urban needs due to the lack of impoundment and distribution systems in the South-Coastside area. Urban growth over the past 15 years has led to substantial increases in imports in the Corridor. Indoor growing, which competes with urban uses, has also resulted in an increasing use of water.
3. A minimum level of urban growth in the Mid-Coastside communities can be accommodated without importing additional water supplies. The Citizens Utility Company (Montara) is operating near capacity. It is estimated that an additional population of 3000 can be accommodated within the existing capacity of the Coastside County Water District (CCWD). This estimate is based on average consumption in the month of maximum use - 210 gpcd. (CCWD has questioned this consumption rate and suggests that capacity should be based on peak daily use.) Yields from the Denniston Creek Phase II improvements, currently under construction, are uncertain. New development of local sources is restricted by the State Department of Fish and Game policies and policies contained in the Preliminary Coastal Plan. Depending on the nature of facilities plans, additional water from the existing Pilarcitos Reservoir may be considered as a local source. The eventual need for additional imported water seems evident if the Denniston Creek Phase II improvements cannot be utilized at anticipated capacity levels or if facilities plans for use of the Pilarcitos Reservoir supply do not provide for direct drainage from the source to the Mid-Coastside communities.
4. Although existing wastewater system capacities do not seem to play a significant role in constraining population growth, fiscal constraints may limit wastewater capacity in the Corridor. Since ABAG recently recommended approval of a grant to provide secondary wastewater treatment for Pacifica at a capacity which could serve a population level in excess of that of all scenarios, wastewater capacity there is not seen to be a population constraint. Pacifica's fiscal situation, however, may make it difficult to pay for the local share of the capacity expansion, which includes upgrading facilities for secondary treatment. The State Water Resources Control Board recently approved this project at a grant eligible capacity level of 4.3 mgd.



On the Mid-Coastside, the existing capacity seems adequate to serve up to an additional 13,000 people, but whether Mid-Coastside systems will operate at the same capacity in the future is unknown due to uncertainties as to what facilities plans will be acceptable to State and Federal authorities and what grant eligible capacity level will be established by the State Water Resources Control Board. Facilities' improvements and sizing above the grant eligible level will have to be funded locally.

5. If all outfall locations in the Mid-Coastside prove to be hazardous, a common outfall would be needed. Both the Montara and El Granada outfalls discharge to an area near the Fitzgerald Marine Reserve. Due to the potential damage to the marine ecosystem, the need for a common outfall south of Half Moon Bay has been indicated in the State Basin Plan. A study is now being conducted by the State Department of Fish and Game, to determine a suitable outfall location and it is anticipated that this study will be completed by local governments as they complete studies necessary to receive Federal funding from EPA.

## TRANSPORTATION

### Funding

1. The current status of funding for highways is such that none of the proposed capital improvements in the San Mateo Coast can be financed during the next 10 years. Estimates by CALTRANS of funding levels over the next decade indicate that due to recent inflation, an increase in transportation funds being allocated to non-transportation agencies, and a reduction in estimated revenues from the motor vehicle tax, only 3 major capital outlay projects will be constructed in the MTC nine-county region.
2. All of the proposed transit funds that will be made available to San Mateo County over the next five years are already committed to the operation of the transit district. Estimates of required expenditures for the next five years prepared by the consultant to the Local Bus Study, exceed revenue sources from UMTA capital and operations monies, Transportation Development Act monies, and programmed FAU diversion monies by some \$800,000. (Current plans for the district incorporate local and express bus service from Half Moon Bay to Daly City BART Station on a seven day a week basis. In addition, local service in Pacifica and trunk service from Half Moon Bay to San Mateo are scheduled to be improved.)

3. Any proposed improvements for either transit or major capital outlay highway projects will require new sources of revenue if they are to be implemented within the next 10 years. Transit service proposed in excess of that contained in the Local Area Bus Study would have to be funded from new monies. The existing resource base for transit in the County should be roughly adequate until 1980, unless substantial changes take place with respect to the Local Bus Study's planned service improvements. This minimal level of funding (\$80 million in 5 years) does not necessarily mean, however, that a "basic" level of service will be provided throughout the County (or the Corridor) as a result. Existing funds for major highway capital outlay projects in San Mateo County are also presently fully committed.
4. All of the State subvention monies that go directly to the county and cities are mandated for maintenance type improvements and cannot realistically be used for major capital outlay projects such as the Devil's Slide Bypass. Local cities and the county now receive a total of 3.39 cent/gallon of fuel tax from the state. The purpose of these funds is for minor improvements and maintenance of the county road and city street systems. Based on estimates of future gasoline sales, these are expected to amount to \$50 million over the 5 year period 74/75 - 79/80 for San Mateo County. These funds are not applicable to major capital outlay projects and in fact the majority of these monies are constrained as to type of expenditure within the broad maintenance, safety improvement, and operations categories.
5. Proposed Corridor transit improvements could be funded from new monies supplied by a  $\frac{1}{2}$ % sales tax increase county wide. This is one source of new monies. The new S. M. Co. Transit District does have the authority to levy up to  $\frac{1}{2}$ % in additional retail sales taxes throughout the county, but it has not yet indicated that such action is being contemplated for the immediate future. This source of funds could provide an estimated \$10 - 12 million annually over the next 5 years.
6. Proposed Corridor transit improvements could be funded as a FHWA Demonstration Grant through the 1974 Highway Act. The provisions of section 103 of this act allow Highway Trust Fund monies to be used for funding Rural Highway Public Transportation Demonstration projects to encourage the development, improvement, and use of public mass transportation systems within rural and small urban areas, and between such areas and urbanized areas. The program is funded at \$60 million/year of which California might reasonably expect to apply for \$6 million/year.
7. Funding required for the Devil's Slide Bypass and the major improvements to Route 92 would amount to approximately \$35 million. The following costs (in 1975 dollars) have been projected by CALTRANS for various alternatives on Route 1 or 92:



Route 92 (Amounts in millions)

4 lane Freeway	\$27.2
Existing alignment widened to 4 lanes	16.3
Separate 2 lane roadways	16.5
Minimal improvements	1.0

Route 1 (through Devil's Slide)

4 lane Freeway to Half Moon Bay Airport	22.7
4 lane Expressway to Half Moon Bay Airport	17.9
4 lane Expressway to Martini Creek	14.7
2 lane conventional to Half Moon Bay Airport	15.7
2 lane conventional to Mar- tini Creek	11.6

8. Funds for transit development would be limited if FAU funds are used for highways in the future. The current 3 year FAU program has no monies allocated to transit projects due to the Transit District's inability to use its funds until its program is implemented. However, the 4th year of FAU funds is currently 100% reserved for transit, assuming the San Mateo County program is implemented by that time. Any use of these funds for highway improvements is not feasible at this time.
9. Major new sources of revenues for highways and transit (if of sufficient magnitude) would completely alter the findings (1-8) previously mentioned, and could permit construction of major highway improvements to Route 1 and/or Route 92. Major new sources of funds for highway and/or transit projects could result from changes in both the State and Federal sources. Several proposals have been floated that would change existing programs at both these levels. However, none have been approved at this time.

## System Characteristics

1. Roadway capacity and traffic flow. Increased road capacity (achieved through widening or operational changes) can initially work to reduce congestion, increase traffic flow, and improve the level of service. In many cases, however, expanded road capacity will be absorbed by traffic generated by new developments, so that the resulting overall level of service is often not greatly improved and in some cases diminished.
2. Highways induce residential growth and may impede access in some areas of the Corridor. Development is most likely to follow highway construction when a new or improved road is provided in a desirable area near a growing metropolitan region. Where road improvements spur development by placing coastal areas within commuting distance of main employment centers, such development can impede coastal access for all users in two ways: by decreasing the amount of potential recreational land available while increasing the demand for recreational use in the immediate area; and by increasing traffic loads on coastal roads, causing traffic and parking congestion problems. On the other hand, new or improved roads are not as likely to spur additional development in congested already-developed areas, or distant rural areas, or where growth is effectively managed through direct land use controls.

Urbanized land uses in the Corridor will largely depend on employment opportunities outside the Corridor requiring transportation system development. Thus, any transportation improvement which improves accessibility to the coast has the simultaneous effect of contributing to the development potential of the area. (See Findings on Corridor Economy, page 39.)

3. The capacity of existing roads is seldom exceeded. The heaviest traffic volumes occur on weekends. Design capacities are approached or exceeded less than ten days a year and then only for one or two hours. Route 92 can serve an estimated maximum one-way flow rate of 1400 vehicles per hour given relatively few trucks or slow recreational vehicles in the traffic stream. A corresponding two-way volume of 1800 vehicles per hour has already been recorded during weekend days. No such volumes have been recorded during commute periods. (See also Recreation Findings, page 48.)

Route 1 through the Devil's Slide area is similar in nature to Route 92, so that its capacity would be approximately 1400 vehicles per hour one-way or 1800 two-way. Again, recorded commute volumes have been much lower than this figure.

Route 1 at Devil's Slide differs in utilization, however, from Route 92 because there is only about 50% as much commute traffic on Route 1 in comparison to Route 92. The pattern of traffic is very similar to other two-lane highways which are utilized primarily by recreational traffic.



As a commute route, Route 1 is at or near capacity through the signalized portion in Pacifica. The most critical location appears to be the existing intersection at Fassler Avenue. Because of the capacity restraints on Route 1 through Pacifica, commute traffic to and from the south is not likely to increase significantly unless these restraints are removed.

4. Increased highway capacity would provide for much greater population in the San Mateo Coast Corridor. Increasing the capacity of the highways leading into the corridor (Route 1 from Route 35 to Sharp Park Road, construction of Route 380 or expansion of Sharp Park Road, and Route 92) could provide enough highway capacity to accommodate a total population of over 120,000 persons in the Corridor.
5. The capacity of Route 1 from Sharp Park Road through the Devil's Slide Area can have a large effect in the shares of population growth received by Pacifica and the Mid-Coastside. An increase in the capacity of Route 1 from Sharp Park Road to Linda Mar Boulevard would permit an increase in the number of commuters from the Linda Mar neighborhood of Pacifica and the Mid-Coastside. Growth in one area will decrease the amount of growth that would be possible in the other area since commuters from the two areas are competing for the same roadway space.
6. Present transit service is limited. Half Moon Bay is currently served three times a day by Greyhound to and from San Francisco. No scheduled transit is provided south of Half Moon Bay. Pacifica currently operates its own bus line which consists of three 12 passenger buses and does not provide weekend service. These service levels contribute greatly to the dominance of auto travel in the Corridor - over 90% of all trips.
7. Proposed transit improvements will not significantly improve recreation access. As proposed in the Local Bus Study, trunk service in Pacifica would be improved with 30-60 minute headways provided seven days a week to San Francisco, Half Moon Bay, Daly City, and the Serramonte shopping area. Hourly service would be provided from Half Moon Bay to the Daly City BART station and also to the City of San Mateo. Bicycle trailers are suggested for the Daly City route on Sundays only. No service is scheduled at this time for the South Coastside.
8. Funds are needed for transit operations. Mass transit generally cannot pay for itself with fares alone. Labor costs constitute the major portion of costs for bus transit. The problem is compounded in the Corridor by the need for extensive weekend service when labor costs are higher. If funds were found, the proposed bus system could provide improved recreation service through the weekend use of idle vehicles. (See also Findings on Transportation Funding, page 42.)

9. Accident rates on coastal roads are not significantly higher than on similar roadways. Existing data on the safety aspect of coastal roads is inconclusive because the low number of vehicle miles recorded results in large variations in accident rates due to only a few occurrences. Over a number of years, average accident rates on Route 1 through the Devil's Slide and Route 92 (injury and fatality) are not significantly higher than statewide rates for rural two-lane roads, although many people consider these roads to pose unique safety problems. There are stretches in both roads, however, with steep grades, sharp curves, narrow or no shoulders, and which are subject to adverse weather conditions. Accident rates for these portions can be anticipated to continue to be high if no safety improvements are made.
10. Safety improvements can be accomplished without capacity increases. Conversion to freeway standards is the most common solution for roads with higher-than-average accident rates. However, other, perhaps more appropriate, solutions are also available. Minor construction or alteration such as elimination of severe curves, widening of lanes, or providing additional passing lanes or wider shoulders could also be effective. These improvements could also be implemented faster than more major construction especially when funds are limited. (See **Findings on Transportation Funding**, page 42.)

## RECREATION

1. The San Mateo Coast Corridor appeals to a local and regional market for recreation purposes. Surveys conducted by the California Coastal Zone Conservation Commission, the California Department of Transportation, and San Mateo County indicate a local and regional market for coastal activities such as walking along the beach, picnicking, hiking and camping. The most frequent visitors to the coast's recreation resources (beaches and parks) come from San Mateo, San Francisco, and Santa Clara Counties, with much smaller numbers from Marin or Alameda Counties. The regional character of the coastal sites is also borne out by CALTRANS data that indicates the average distance travelled to a coastal site is twenty miles and the average time spent travelling is 45 minutes.



2. Parks and beaches are the main attractions for coastal visitors. Visitors to the coast are attracted mainly by its natural environment. State parks and beaches attract almost 90 percent of recreation visitors to the coast. The State beaches at Half Moon Bay, San Gregorio, Pomponio and Pescadero attract three-fourths of all visitors. Half Moon Bay State Beach itself accounts for about 40 percent of all recreation attendance. The remaining visitors are attracted to San Mateo County sites such as James V. Fitzgerald Marine Reserve, Memorial Park and Sam McDonald Park. Only during a special event, such as the Pumpkin Festival in Half Moon Bay, are visitors drawn to the coastside for activities other than those directly related to coastal recreational use.
3. Recreation activity in the coast varies with the seasons. The weather is a very important determinant of coastside recreation demand. Although almost 3 million people visit San Mateo Coast public parks, beaches, reserves and historic sites every year, the number of crowded days, when 20,000 to 30,000 people attend these sites are few. Recreation activity follows the seasons; warm, sunny days in spring, early summer, and fall fill beaches and parks with visitors. Fog during July and August, and cool winter days can reduce attendance to 15-20% of peak activity use. Recreational activity also varies by day of the week. Good weather on Saturdays, Sundays or holidays result in the most intense use.
4. Recreation travel comprises the largest share of weekend travel on the coast. A correlation of park attendance figures and traffic counts indicates that recreation trips account for the largest share of weekend and holiday travel on the coast. These data sources support many of the State and national study findings that recreation access on rural roads places a strain on a road system not designed to handle such loads. This increased travel demand is seasonal.
5. The private auto is the overwhelming choice of modes for recreation access. According to CALTRANS and Coastal Commission surveys, over 90% of all recreation trips in the Corridor are made in private autos. By car, the coast is within an hour's driving time for most residents of the nine county Bay region. The coast is particularly accessible to residents of the West Bay counties - San Francisco, San Mateo and Santa Clara. By bus, the coast is virtually unreachable for Bay Area residents. Even as service exists, its type of service reflects work trip commute rather than the convenience of routing and scheduling that would make transit an attractive alternative. No transit service is currently being offered in the South Coastside - the area with the greatest proportion of existing and potential recreation sites.

6. Weekend travel exceeds or approaches design capacities on less than 10 days a year. Year round beach and park attendance figures have been compared with traffic counts. The day with the highest park and beach use showed traffic volumes exceeding design capacity on Route 92 for only two hours. The capacity on Route 1 was not exceeded. Only ten days registered park and beach use as high as 70 percent of the highest day. (See Transportation Findings, page 44.)
7. Parking facilities (rather than beach or roadway capacity) limit attendance. On busy days, such as July 4, the capacity of most beach parking lots will be exceeded. About 3,400 vehicles can be parked at one time at all State and County recreation areas. Half Moon Bay State Beach, the most popular site on the coast, contains less than 15 percent of coast parking facilities in recreation areas. Thus, the number of visitors attending these sites and using coastal highways to reach them is limited to the number of vehicles that can be accommodated at the sites themselves.
8. Recreational site and access planning have not been coordinated. Traditional forecasting of recreation needs has been geared to the concept of providing needed access to recreation areas by private auto. Likewise, the number of people a park or beach can serve has often been determined by the number of parking spaces that can be provided, rather than how many people could enjoy the resource without damaging it. Recent studies, such as the Golden Gate Recreation Travel Study, have recommended that access to recreation areas be planned to both protect the valuable environment of the beach or park site, as well as promote more convenient and equitable means of getting there for all residents of the Bay region. The beauty and fragility of the outdoor resource should determine how many people can use the site, while access to the site can be an important determinant of how environmental quality of these sites can be preserved. Travel to the recreation site can also be enhanced as leisure experience if the recreational and scenic value of the access service can be maximized.

## NATURAL RESOURCES

### Agriculture

1. A unique combination of soils and climate make the San Mateo coastal terrace an area of region-wide importance for production of certain coastal specialty crops. Currently a large proportion of the nation's brussels sprout crop comes from this area. However, pressures to convert this land to urban uses are endangering this valuable resource production function.



2. The amount of agricultural land converted to urban uses depends primarily on where development occurs. If the total amount of agricultural land available for development were eventually converted to urban uses, over 30,000 acres could be lost throughout the Corridor in the Dispersed Moderate scenario. However, since development in this scenario would generally occur in the coastal terrace, particularly around Half Moon Bay, this figure probably exaggerates the loss. Due to the containment of development within an urban limit, only agricultural land within Pacifica, the Mid-Coastside communities, and Half Moon Bay, would be eventually converted for the Compact Growth scenario. Over 2,000 acres could be lost to urbanization in these areas. For both of these scenarios, losses would be severe in Half Moon Bay, where almost 60% of the agricultural land inside the city would be lost to development. Because of the resource preservation assumptions within the Environmental Protection scenario, no conversion of agricultural land would take place.
3. Conversion of agricultural land to development by the year 1990 would use up only a portion of the total agricultural land. However, losses in the Mid-Coastside and Half Moon Bay areas would still be significant for Compact Growth and Dispersed Moderate Growth scenarios. Although major conversions in the South Coastside are not expected under either scenario, some losses in this area would occur were low density scattered development to occur, as described under the Dispersed Moderate Growth scenario.
4. Urbanization can produce conditions unfavorable to agriculture on those lands adjacent to the development. Of the three scenarios, the low density scattered development characteristic of the Dispersed Moderate Growth scenario could have the greatest impact on adjacent agricultural land south of Half Moon Bay. Compact Growth development will impact adjacent agricultural lands primarily around Mid-Coastside communities. Since the Environmental Protection scenario has the lowest population level and the least land available for urbanization, urban development will also have the least impact on adjacent agricultural land.

### Scenic Quality

1. Loss of scenic value in the San Mateo Coast Corridor will most likely occur in the highly vulnerable coastal strip. The Corridor can be divided into two general landscape types - the narrow coastal strip made up of coastal terraces, beaches and bluffs, and the uplands including forests, ridgetops and narrow valleys. Development would be most apt to occur in the coastal strip and the most significant visual losses would result here because this is the area most frequently seen from Routes 1 or 92.

2. The continuation of present development trends within the Corridor will severely reduce scenic quality. The surface areas that would be subject to development and probable conflict with scenic quality for ultimate holding capacities would be approximately 19,000 acres in Pacifica, Half Moon Bay and the remainder of the Mid-Coastside under the Dispersed Moderate Growth scenario, about 4,000 acres under the Compact Growth scenario and some 1,200 acres under the Environmental Protection scenario. The impact of the scattered low density development along the coastal terraces in the Dispersed Moderate Growth scenario could be quite significant since the open coastal terraces are very vulnerable to any type of alteration by structures. The vulnerability is created by the possibility that a single structure may be highly visible due to the openness of the landscape.

Under the Compact Growth and Dispersed Moderate Growth scenarios only 11% of Pacifica's available land would be developed to the year 1990; this indicates that scenic impacts could be significantly less than if ultimate development took place. Moreover, with only 18% of the available land in Half Moon Bay being developed under the Dispersed Moderate Growth scenario and 36% of the rest of the Mid-Coastside and Pacifica being developed under the Compact Growth scenario by 1990, the impact on the scenic value of the coast could be significantly less than with ultimate development. The degree of impact to 1990 on scenic quality would depend on how much new development occurs in areas visible from Route 1.

The most significant visual impacts of the Environmental Protection and Compact Growth scenarios would be confined to municipal and San Mateo County's Resource Management District Phase I boundaries. Depending on the intensity of development and the bulk and design of structures, the existing communities could be changed in character. This effect is more likely to be a problem with Compact Growth where a more intense level of growth and activity is assumed. In particular, beachfront areas of Pacifica and Half Moon Bay could be changed to a more urban setting, especially if intensive development along the shoreline, as permitted in the Dispersed Moderate and Compact Growth scenarios, takes place.

3. Scattered low density development would have the greatest affect on the uplands. The uplands face a much more serious threat from scattered development under the Dispersed Moderate Growth scenario than under the other scenarios. Furthermore, loss of the hillside vistas and the ridge-tops due to structures could have a significant impact on the scenic quality of the entire coastal strip.
4. Due to the importance of agricultural land in the maintenance of ocean and coastal views, a dispersed development pattern would have the most detrimental impact on the study area's scenic quality.



## Recreational Resources

1. The amount of land available for recreation uses will be least with a scattered low density development pattern. The Environmental Protection and Compact Growth scenarios will not directly impact potential recreation areas in any of the allowable development areas; however, the Dispersed Moderate Growth scenario could effectively preclude recreational use of several areas designated by San Mateo County on the Mid-and South Coastsides, where several potential parks are located. Those areas that are potential parks or are viewed as important recreational resources could be developed by private owners so that future free public use would be precluded.
2. Most impacts on recreational resources will be caused by the interference of adjacent development or by the cumulative effects of increased demand for facilities. Impacts on recreational areas caused by adjacent development or by cumulative effects of increased demand for facilities occur in all three scenarios. For the Environmental Protection and Recreation scenario, with the least land developed, growth impacts would be small and would occur only in Pacifica, Montara and Moss Beach. For the Compact Growth scenario, much more land would be developed in Half Moon Bay, particularly near the beach. The Dispersed Moderate Growth scenario could result in a potentially severe impact on recreational opportunities. Even low density private development in the South Coastside could prevent access to beach areas. Often it is this loss of access and not necessarily the conflict of low density uses with recreation that is the problem. Heavy use of existing public recreation areas as a result of higher growth levels for the Compact Growth and Dispersed Moderate Growth scenarios would increase pressures for public acquisition and development of new facilities. New recreational opportunities could be more readily provided under Compact Growth south of Half Moon Bay. Scattered development in the Dispersed Moderate Growth scenario would preclude public acquisition of some desirable recreational areas and increase acquisition costs.

## Resource Preservation Areas

1. The coastal zone has many valuable and sensitive resource areas that are vulnerable to degradation. Damage (changes in water quality, loss of wildlife habitats) may result from direct alteration of the area, but most often results from the cumulative effects (changes in runoff characteristics, alteration of vegetation) of nearby urbanization and associated activities. In this sense, the impacts are often very difficult to predict or measure.
2. Potential degradation of wetlands and estuaries north of Half Moon Bay would be greatest with a compact form of development. Wetlands and estuaries, of which there are eight important ones along the San Mateo Coast, are particularly productive and sensitive resources. From Half Moon Bay north, four wetlands, including Laguna Salada, Moss Beach Marsh,

Princeton Marsh, and Pilarcitas Creek, are vulnerable to degradation. The Environmental Protection and Recreation scenario would have the least impact due to restrictions on developing in proximity to these wetlands. The Compact Growth scenario, with three times the developed land of the Environmental Protection and Recreation scenario if ultimate growth occurs, and with significantly higher densities, poses the greatest threat to wetlands in Pacifica, Half Moon Bay and the remainder of the Mid-Coastside. In the South Coastside the largest and most productive marsh in the study area, Pescadero Marsh, faces the greatest threat from the potential development under the Dispersed Moderate Growth scenario. Three other wetlands (Tunitas Creek Marsh, San Gregorio Creek Marsh, and Cascade Creek Marsh) south of Half Moon Bay would be more vulnerable to the direct or indirect effects of possible development under the Dispersed Moderate Growth scenario.

3. Scattered development south of Half Moon Bay would pose a serious threat to coastal streams which support anadromous fish runs.
4. Loss of access to and visual degradation of sandy beaches and dunes result from adjacent development. All scenarios would have some impact on beaches in Pacifica and the Mid-Coastside. The greatest loss of beach accessibility would probably occur under the Dispersed Moderate Growth scenario because here the greatest amount of development would occur adjacent to the extensive beaches south of Half Moon Bay.
5. There would be a minimal loss of significant or sensitive habitat of rare or endangered species under a pattern of development limited to existing urbanized areas. Apparently only one such plant species site would be directly impacted by development within these areas. The impact of a dispersed pattern of development is more significant. Potentially, four plant species would be lost and one animal habitat would be affected. Off-shore rookeries or roosting sites are likely to remain unaffected whatever the pattern of development.

### Air Quality

1. Air Quality problems will not be significant. The Corridor should not experience any subregional air pollution problems nor is it expected that National Ambient Air Quality standards will be exceeded, except under exceptional circumstances of heavy traffic and/or rare meteorological conditions.

The transport of pollutants into the Corridor is negligible. The transport of pollutants from the Coastside eastward to the Peninsula is not regarded as a problem. However, meteorological conditions make it



possible that transport could take place and significant growth along the coast could result in the Coastsides contributing to an already growing air quality problem in southeast San Mateo and north Santa Clara Counties.

## DEMOGRAPHIC CHARACTERISTICS

1. The Corridor's racial composition differs from the County's and the Region. Although Spanish surname populations are represented at about the same percentage of the total population in the Corridor as they are in the County and region, the percentage of Blacks in the Corridor is much lower, and of Asians somewhat lower, when compared to the County or region.
2. All areas of the Corridor are characterized by household sizes substantially higher than in either San Mateo County or the Bay Region. Average household size is 2.85 for the Region, and 2.97 for San Mateo County. This phenomenon, however, is especially apparent in Pacifica, which is composed mainly of young families and has an average household size of 3.7.
3. Household size in the Corridor will decline. The existing large household sizes in the Corridor will decrease in the future due to the continuation of present trends resulting in the formation of smaller households. This phenomenon could be most apparent in the Corridor under the Compact Growth scenario with the greater proportion of apartments. On the Mid-Coastsides, the Compact Growth scenario would probably result in the smallest household sizes because fewer numbers of single-family homes would be built.
4. The percentage of minorities is not expected to increase. Without an active public policy to the contrary, Blacks and other minorities will continue to be under-represented in the Corridor, when compared to the County or the Region. This condition could be exacerbated in the Dispersed Moderate and Compact Growth scenarios where additional housing opportunities would be made available to those desiring to leave central locations in the Region.

5. The proportion of low- to moderate-income housing will not increase. Present housing trends in all Corridor communities indicate a preponderance of housing availability for middle and upper income populations. High property tax rates in Pacifica and lack of affordable housing in the Mid and South Coastsides deter increased settlement by low-income groups.

### FISCAL IMPACTS

1. Low density development is more costly. The Costs of Sprawl (1974)<sup>13</sup> concluded that at any density planned development is less costly to build and operate than unplanned "sprawl development." A comparison of high density planned development with low density sprawl development reveals the greatest cost savings to local government. Planned development does result in lower land costs for the developer and lower costs in providing public services.
2. There are fewer costs in servicing contiguous development. The Santa Clara County Planning Department in 1973, in a study entitled Municipal Cost Revenue Analysis,<sup>14</sup> found that it appeared to be less costly to provide services to new development that is contiguous to existing urbanization, that contiguous development appears to be responsible for lower long term costs, but that overall costs and revenues are determined by factors specific to the development and the jurisdiction.
3. Predominantly low density development is determined to be a fiscal liability. A case study of a development proposal in Albemarle County, Virginia (1972) - The Fiscal Impacts of Residential and Commercial Development<sup>15</sup> - showed that the development would be a fiscal liability to the County primarily because of the large capital outlays for school and other public facility construction to service the predominantly low density single family development, and that those costs would not be offset by the revenues it produced.
4. High growth rates require greater expenditures. In Santa Barbara (1974) a report prepared for the city - The Impacts of Growth<sup>16</sup> - showed that for Santa Barbara, high growth rates require greater expenditures. Even no-growth, however, could result in expenditure increases because of higher per capita consumption.



- 
5. Moderate growth rates produce most stable municipal expenditure patterns. A study entitled Housing Development and Municipal Costs (1973)<sup>17</sup> found that moderate growth rates produce the most stable municipal expenditure pattern. According to this study, extremely small (100-1,000) and large (50,000+) communities cost more to run than intermediate (10,000-25,000) size communities. Large, slowly growing communities spend less per capita than large cities that are declining. Small cities either growing or declining spend about the same per capita.

# SAN MATEO COAST CORRIDOR

# 4

## Policy Alternatives

	LAND AVAILABILITY	TRANSPORTATION	WATER & WASTEWATER CAPACITY	RESOURCE PROTECTION
ENVIRONMENTAL PROTECTION & RECREATION	<ul style="list-style-type: none"> <li>Urbanization not OK beyond the current corporate limits of Half Moon Bay, Pacifica and the San Mateo County Phase I Urbanization Areas</li> </ul>	<ul style="list-style-type: none"> <li>no 380</li> <li>no capacity increases</li> <li>Route 1, 2 lanes (by-pass OK)</li> <li>Route 92, 2 lanes</li> </ul>	<ul style="list-style-type: none"> <li>no water capacity increases for urban use</li> </ul>	<ul style="list-style-type: none"> <li>All agricultural lands preserved</li> </ul>
COMPACT GROWTH	<ul style="list-style-type: none"> <li>Urbanization not OK beyond the current corporate limits of Half Moon Bay, Pacifica and the San Mateo County Phase I Urbanization Areas</li> </ul>	<ul style="list-style-type: none"> <li>no 380</li> <li>no capacity increases before 1990 or before transit developed</li> </ul>	<ul style="list-style-type: none"> <li>Some water capacity increase</li> <li>no increase in wastewater capacity</li> </ul>	<ul style="list-style-type: none"> <li>most agricultural lands preserved</li> </ul>
DISPERSED MODERATE GROWTH	<ul style="list-style-type: none"> <li>Urbanization OK throughout the corridor except for hazardous areas</li> </ul>	<ul style="list-style-type: none"> <li>380 OK</li> <li>highway capacity increases OK</li> </ul>	<ul style="list-style-type: none"> <li>Water capacity increase</li> <li>no increase in wastewater capacity</li> </ul>	<ul style="list-style-type: none"> <li>Much agricultural land converted to urban use</li> </ul>



During the evaluation, the Joint Policy Committee employed the concept of alternative scenarios as a means of outlining different ways the San Mateo Coast could develop in the future. The Committee will not be recommending a scenario, as such, but a set of policy actions associated with a preferred scenario. The policy actions are the means of achieving the scenarios, i.e., they identify the decisions which ABAG, MTC, and other concerned agencies will have to make regarding the future of the San Mateo Coast Corridor.

This section contains a description of the policy actions for the three remaining scenarios - Environmental Protection and Recreation, Compact Growth, and Dispersed Moderate Growth. These scenarios contain elements of the Social Equity, Energy Conservation, and Balanced Growth scenarios, which the Committee previously had determined to be too narrowly conceived. A summary of the key scenario characteristics, contained in Figure 9, is based on the analytical work described in the technical papers which are summarized as findings in the previous section. The complete list of detailed scenario policies is included in Appendix C.

The key differences among the three sets of policy actions centered in the policy areas on land availability, public services (water, wastewater, and transportation), resource protection, and social equity.

Land Availability. ABAG and MTC would be able to influence the amount and location of land available for urbanization through their review and approval responsibilities for Federal and State grant proposals. These proposals could include wastewater capacity increases and sewer line extensions, or Federal Aid Urban (FAU) roadway improvements. The policy actions had to be based on the desired characteristics of each scenario. Thus, ABAG and MTC could recommend approval of increases in the capacities of public facilities for service either:

within presently urbanized areas in Half Moon Bay, Pacifica, and San Mateo County's Phase I Urbanization Areas,  
(*Environmental Protection and Recreation Scenario*);

or

within Half Moon Bay, Pacifica, and San Mateo County's Phase I Urbanization Area,  
(*Compact Growth Scenario*);

or

to support the physical expansion of urbanized uses throughout the Corridor except to those sites considered hazardous for development,  
(*Dispersed Moderate Growth Scenario*).

Figure 9

SUMMARY OF KEY SCENARIO CHARACTERISTICS

ENVIRONMENTAL PROTECTION & RECREATION

- urban development compatible with current uses; agricultural uses retained; communities physically separated and compact

- assumed new development densities:

Mid-Coastside	3.5 units/acre
Pacifica	7 units/acre

- land still available for urbanization:

Mid-Coastside	700 acres
Pacifica	500 acres

- estimated population: 1975      1990

Mid-Coastside	12,000	12,000
Pacifica	40,000	41,000

- improved transit service if feasible; no new highways; non-capacity increasing improvements made on existing highways

- land converted to urban uses:

Mid-Coastside	500 acres
Pacifica	170 acres

- maximum potential population:

Mid-Coastside	14,000
Pacifica	41,000

- maximum preservation of scenic quality and natural resources

- most land bordering recreational areas remains undeveloped; ease of access maintained

COMPACT GROWTH

- compact urban development in or adjacent to existing communities; higher densities; agricultural lands outside urban areas preserved

- assumed new development densities:

Mid-Coastside	4.5 units/acre
Pacifica	12.5 units/acre

- land still available for urbanization:

Mid-Coastside	2,900 acres
Pacifica	1,000 acres

- estimated population: 1975      1990

Mid-Coastside	12,000	18,000
Pacifica	40,000	42,000

- improved transit service if feasible; if not, some increased capacity on existing highways

- land converted to urban uses:

Mid-Coastside	1,000 acres
Pacifica	100 acres

- maximum potential population:

Mid-Coastside	34,000
Pacifica	56,000

- some preservation of scenic quality and natural resources

- most land bordering recreational areas remains undeveloped; ease of access maintained

DISPERSED MODERATE GROWTH

- scattered urban development throughout the coastal plain around Half Moon Bay; much agricultural land converted to urban uses

- assumed new development densities:

Mid-Coastside	3.5 units/acre
Pacifica	7 units/acre

- land still available for urbanization:

Mid-Coastside	12,200 acres
Pacifica	1,500 acres

- estimated population 1975      1990

Mid-Coastside	12,000	21,000
Pacifica	40,000	42,000

- little or no improvement of transit service; substantial increases in highway capacity

- land converted to urban uses:

Mid-Coastside	2,200 acres
Pacifica	170 acres

- maximum potential population:

Mid-Coastside	76,000
Pacifica	54,000

- significant degradation of scenic quality and natural resources

- development of land bordering recreational areas makes access to recreational resources more difficult and acquisition by public more costly

Public Service Capacities. One of the main purposes of this evaluation was to provide public services (transportation, wastewater, and water) at capacities which would support mutually consistent population levels and development patterns in the San Mateo Coast Corridor. ABAG and MTC would therefore use the following 1990 population figures in reviews and approvals of major projects and development proposals:

Mid-Coastside, including Half Moon Bay - 12,000  
 Pacifica - 41,000,  
*(Environmental Protection and Recreation Scenario);*

or

Mid-Coastside, including Half Moon Bay - 19,000  
 Pacifica - 42,000,  
*(Compact Growth Scenario);*

or

Mid-Coastside, including Half Moon Bay - 21,000  
 Pacifica - 42,000,  
*(Dispersed Moderate Growth Scenario).*

Based on these population figures, ABAG would recommend either:

against approval of water and wastewater capacity increases within the Corridor,  
*(Environmental Protection and Recreation Scenario);*

or

against approval of any increases in water capacity until a LAFCO urban service area is established coterminus with the land availability limits listed above,

and

approval of wastewater capacity increases for the Mid-Coastside to approximately 1.33 mgd,  
*(Compact Growth Scenario);*

or

approval of water capacity increases to a level where the Crystal Springs pipeline might be needed,

and

approval of wastewater capacity increases for the Mid-Coastside to approximately 1.47 mgd,  
*(Dispersed Moderate Growth Scenario).*

While MTC would approve for funding either:

operational and safety improvements, but no capacity increases for coastal Routes 1 and 92, and additional transit service,  
*(Environmental Protection and Recreation Scenario);*

or

operational and safety improvements, and capacity increases for Route 92 after 1990 in light of transit feasibility, and expanded transit service,  
*(Compact Growth Scenario);*



or

operational and safety improvements, the construction of Route 380 and capacity increases for Route 92 before 1990, and for Route 1 (Devil's Slide Bypass) after 1990 if population exceeds current estimates, and transit service improvements,  
(*Dispersed Moderate Growth Scenario*).

Resource Protection. The resource protection policies are closely tied to those for land availability and public services because the definition of the amount of land available for urbanization and location of public facilities (roads and sewers) to serve these lands will have a significant effect on agricultural conversion or the preservation of environmentally sensitive areas. Thus ABAG could recommend either:

urging public agencies to acquire and manage coastal wetlands and related buffer areas,

and

approval of development or service improvements only if there is no intrusion upon the coastal viewshed,  
(*Environmental Protection and Recreation Scenario*);

or

urging public agencies to acquire and manage coastal wetlands and related buffer areas,

and

approval only if development will not intrude upon the coastal viewshed beyond the corporate limits of Half Moon Bay, Pacifica, and the Phase I Urbanization Areas or the ridgeline areas of Pacifica,

(*Compact Growth Scenario*);

or

urging local jurisdictions to protect coastal wetlands and related buffer areas by legal controls,

and

urging local jurisdictions to develop design standards to minimize the visual intrusion of urban uses,

(*Dispersed Moderate Growth Scenario*).

Social Equity. The differences in the social equity policies were due not so much to variations among scenarios, but rather to the degree of commitment to social equity objectives in any scenario. Thus, ABAG and MTC could recommend approval of public service projects (for water, wastewater, transportation) in the Corridor only if:

local communities demonstrate a commitment to expand and conserve their supply of low- and moderate-income housing in accord with the region's estimate of need,

or

there is an affirmative local effort to increase the supply of housing opportunities for low- and moderate-income families.

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MTC would approve funds for transportation proposals only if it could be demonstrated that:

the project contributes to the accessibility needs of low-mobility groups,

or these needs are already being met.





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# CONCLUSIONS & RECOMMENDATIONS

The recommendations outlined below are designed to achieve the kind of future in the San Mateo Coast Corridor described by the Compact Growth scenario. These policy actions (beginning on page 66) support both ABAG's city-centered concept and MTC's "transit-first" approach. First, coordinated development of public services (water, sewer, transportation) has been emphasized so as to provide for the most efficient investment of public capital in the Corridor (i.e., sewer and water systems designed for the same population levels as transportation facilities). If these policies are implemented, the population along the coast is expected to be approximately 65,000 by 1990, with 18,000 to 19,000 of that in the Mid-Coastside and the balance in Pacifica or the South-Coastside. These population levels would provide for moderate increases in population levels in the Mid-Coastside consistent with regional development objectives - the preservation of most of the Coastside for recreation and agricultural uses. In Pacifica, the 1990 population level of 42,000 reflects smaller household sizes, regional population growth trends, and the city's competitive status compared to other areas of the region in not having large amounts of moderately priced land available for urbanization. No population estimates were prepared for the South-Coastside because of the tremendous uncertainty regarding second-home development in that area. However, the general intent of these policies would be to limit development in the area south of Purisima Creek to no more than the present rate of approximately 15 dwelling units per year.

Second, new development in the coast should be concentrated primarily around existing communities to preserve the coast's natural and scenic resources, including agricultural lands. The intent of San Mateo County's Resource Management ordinance, as well as Pacifica's Hillside Preservation guidelines would be fostered by the adoption of these policies.

Third, the San Mateo Coast is an important recreation resource for the citizens of the region. However, many of the coast's recreation sites are environmentally sensitive, therefore the level of access provided to these areas needs to be based on their environmental characteristics. Unlimited access to some of these areas resulting in degradation would prevent their enjoyment by future residents of the region.

Fourth, transportation improvements need to be keyed to expected levels of population in the coast. Needed safety and operational improvements (additional passing lanes, truck climbing lanes, straightening curves, widening lanes) would be provided for coastal highways. Highway capacity increases for commuter traffic would not be needed before 1990 if the population levels developed in this evaluation are used for forecasting travel patterns on coastal highways. Additional lanes would not provide long-term relief from "congestion" because improved travel times between coastal communities and Bayside jobs would induce population growth in the coast to the levels where "congestion" would then exist for a four-lane, instead of a two-lane, roadway. No highway capacity increases would be required for recreation trips on weekends or holidays because the

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number of parking spaces, rather than highway capacity, limits recreational access. (The design capacities of existing roads are exceeded only about ten weekend days per year and then only for a couple of hours per day.) Safety and operational improvements, which need to be provided for transit as well as autos, can be provided without highway capacity increases. In addition, transit service to the coast for both commuter and recreation trips should be improved and evaluated before decisions on highway capacity increases are made, even for those which may be required after 1990.

These recommendations deal mainly with actions taken at the regional level where demands for investments in public facilities are analyzed on a nine-county regional basis. However, the prerogatives of local government (through zoning, taxation policies, etc.) are of equal importance in affecting the implementation of these Corridor policies. Thus, the Joint Policy Committee recommends the approval of these policies with the conviction that they offer the best opportunity to guide the distribution of growth on the coast consistent with valued regional development and environmental quality objectives.



# Proposed Policies for the San Mateo Coast Corridor

## A. LAND AVAILABILITY

1. Urbanized uses shall be limited to the current corporate limits<sup>1</sup> of Half Moon Bay, Pacifica, and the Phase I Urbanization Areas.<sup>2</sup>
  - a. ABAG shall recommend approval of Federally assisted...
    - i. ...water supply service improvements beyond the locational limits specified above to serve only agricultural, floricultural, and recreational water service needs.
    - ii. ...operational<sup>3</sup> service improvements for water and wastewater service to urban uses within the locational limits specified above.
  - b. MTC shall approve the designation of roads as part of the Federal Aid Urban System only if the roads do not serve areas outside the corporate limits of Half Moon Bay and Pacifica, San Mateo County's Phase I Urbanization Areas, or within the ridgeline areas of Pacifica.
  - c. ABAG and MTC shall recommend to the San Mateo County LAFCO:
    - i. that an urban area service boundary<sup>4</sup> be established no larger than the locational limits specified above.
    - ii. that proposals to annex lands or to create new wastewater service districts beyond the proposed urban area service boundaries be denied.

<sup>1</sup> See glossary definition of "corporate limits." The glossary is contained in Appendix C.

<sup>2</sup> The Phase I Urbanization Areas define the unincorporated limits for development in Montara, Moss Beach, El Granada, and Princeton, or technically: all lands which are not zoned RM (Resource Management) in the San Mateo County Resource Management Zoning District.

<sup>3</sup> See glossary definition of "operational."

<sup>4</sup> An urban area service boundary as defined by the LAFCO identifies a five year service area. There is no existing urban area service boundary in the Corridor as of July 1975. A sphere of influence boundary (a 20 yr. development line) does exist.

d. ABAG and MTC shall urge that the cities of Pacifica and Half Moon Bay:

i. amend their zoning ordinances (including Planned Unit Development<sup>5</sup> provisions) to increase land available for multiple family dwellings.

2. ABAG shall undertake reviews<sup>6</sup> of regionally significant development proposals (Non-A-95) which, directly or indirectly, could induce growth beyond the corporate limits of Half Moon Bay and Pacifica, and the Phase I Urbanization Areas, or within ridgeline areas of Pacifica.

3. Land should be made available for future development and services subject to a careful analysis of environmental impacts.

a. ABAG shall recommend approval of all Federally assisted development or service proposals only if ABAG finds that areas of critical environmental concern<sup>7</sup> will not be converted to urban use except as provided for in the Resource Protection Policies.<sup>8</sup>

B. PUBLIC SERVICE POLICIES (TRANSPORTATION, WATER, WASTEWATER)

1. ABAG and MTC shall use the following 1990 population levels for plan and project reviews and project approvals: Mid-Coastside 19,000; Pacifica 42,000.

2. ABAG and MTC shall approve, or recommend approval of public service improvements (transportation, water, wastewater) at mutually consistent capacities which support the population levels and development patterns established in these recommended policies for the San Mateo Coast Corridor.

a. ABAG and MTC shall approve or recommend approval of capacity increases for facilities which would accommodate increased population only if it is demonstrated

<sup>5</sup>

See glossary definition of "Planned Unit Development."

<sup>6</sup>

Procedures for undertaking reviews of regionally significant development proposals were adopted by the ABAG Executive Committee, December 20, 1974.

<sup>7</sup>

See glossary definition of "areas of critical environmental concern."

<sup>8</sup>

See policies on wetlands, scenic quality, prime agricultural lands, and ecologically significant habitat areas.

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by the applicant that fiscal resources (both local match and subsidized shares) are available to expand the capacities of other service systems to a similar level.

- b. ABAG and MTC shall approve or recommend approval of capacity increases for services to meet demands for agricultural uses, recreational water service, and recreational travel only if it can be demonstrated that these expansions will not induce population increases which would require further expansion of other services.
3. ABAG shall not recommend approval of Federally assisted increases in wastewater capacity for urban uses prior to the formation of urban area service boundary lines by the San Mateo County LAFCO.
4. If the San Mateo County LAFCO establishes an urban area service boundary no larger than the existing corporate limits of Pacifica, Half Moon Bay, and Phase I Urbanization Areas:
  - a. ABAG shall use the following 1990 population levels in recommending approval of Federally assisted water and wastewater capacity increases:
    - i. Mid-Coastside 19,000
    - ii. Pacifica 42,000
  - b. ABAG shall recommend approval of Federally assisted water and wastewater capacity increases only if applicant agencies submit information documenting the project's relationship between capacity and population served.
5. The use of local water supplies<sup>9</sup> shall be encouraged before increasing the capacity of water systems through the utilization of imported supplies.
  - a. ABAG shall recommend approval of Federally assisted water service improvements for imported water supplies only if water service agencies have demonstrated that local supplies are inadequate to meet projected service demands or if local sources are ecologically significant and recommended for preservation as protected sources.



6. Transportation improvements for the San Mateo Coast Corridor shall be made through improvements to the transit system and improved efficiency of the highways before highway capacities are increased.
  - a. MTC shall include proposals in its Transportation Development Program<sup>10</sup> to provide a basic level<sup>11</sup> of transit service in and to the Corridor.
  - b. Highway improvements for Route 1, Route 92, and Sharp Park Road/ Westborough Boulevard included in the MTC Transportation Development Program for implementation before 1990<sup>12</sup> shall be confined to:
    - i. Operational improvements such as: the construction of a two-lane bypass around Devil's Slide; improvements to straighten curves; reducing grades to improve bus operations; intersection improvements; bus and truck climbing lanes; and turnouts.
    - ii. Safety improvements such as lane widening, improved shoulders, and signals.
    - iii. Provision of preferential treatment for buses at congested locations such as Route 1 between Sharp Park Road and Linda Mar, the intersection of Route 1 and Route 92, and the intersection of Route 92 and Route 35.
    - iv. Improvements which provide adjacent or separate facilities for bicycle and pedestrian paths.
    - v. An additional westbound lane shall be added to Sharp Park Road in order to implement efficiently the operational, safety, transit preferential, and bicycle or pedestrian improvements listed above.

<sup>10</sup> MTC's Transportation Development Program is outlined in Chapter 4 of the Regional Transportation Plan.

<sup>11</sup> Policies B7 and B8 establish basic service levels (see next page).

<sup>12</sup> The year 1990 is used to establish a clear target for planning and programming at MTC and ABAG. Both the ABAG and MTC plan amendment processes permit changes in this target or the establishment of new criteria on an annual basis.

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- c. MTC shall consider including proposals in the Transportation Development Program, for implementation after 1990, such as capacity expansion for Routes 1 and/or 92, if it is demonstrated that basic transit service levels established by MTC have been met and that the highway improvements will not result in reduced transit patronage.
  - d. MTC shall delete the portion of Route 380, west of Interstate 280 from the Regional Transportation Plan.
7. Trunk transit<sup>13</sup> service shall be improved to provide convenient and dependable access between major activity centers within and outside the San Mateo Coast Corridor. This service shall provide basic levels of transit access to major employment centers, retail centers, transfer points, and social services not available within the Corridor as well as to residential and major recreational areas within the Corridor.
- a. MTC shall establish standards for trunk transit service in the Corridor. These standards shall include the definition of service levels, and the coordination of transfers and fares.
  - b. MTC shall maintain a regional reserve<sup>14</sup> of Transit Development Act funds and other funds, when they become available, for funding transit projects and programs within the Corridor which meet the service standards established for the Corridor.
8. Local transit service shall be designed to complement trunk transit service in the San Mateo Coast Corridor. This service shall provide basic levels of transit access between urban and recreational areas, and trunk transit lines and terminals.
- a. MTC shall establish standards for integrating local transit service levels, fares, and transfers with important regional trunk services provided by BART, the Southern Pacific Railroad, Alameda-Contra Costa Transit District, the San Francisco Municipal Railway, and the San Mateo and Santa Clara County Transit Districts.

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<sup>13</sup>See glossary definition of "trunk transit."

<sup>14</sup>See glossary definition of "regional reserve."

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- b. MTC shall maintain a regional reserve of Transit Development Act funds and other funds when they become available, which will be allocated only to transit projects and programs for the Corridor which meet regional standards for integrating local and trunk transit service.
9. Transit and highway improvements shall be coordinated to reduce dependence on the automobile in order to increase transit patronage.
- a. MTC shall approve applications for funding of highway projects and programs only if they include methods to provide preferential treatment for transit service or it is demonstrated by the applicant that preferential treatment for transit is infeasible. Methods for preferential treatment for transit may include: separate bus lanes, ramp metering or traffic signals activated by transit vehicles.
  - b. MTC shall include funds in its Transportation Development Program for parking lots to serve commuters boarding buses to Bayside employment centers or coastside recreation sites, bus shelters, and bicycle storage facilities at major transit stops.
  - c. MTC shall not include highway capacity expansion projects in its Transportation Development Program until transit service has been improved to basic service levels established by MTC.

#### C. RECREATIONAL TRAVEL

- 1. Transportation improvements required to provide access to the recreation sites in the San Mateo Coast Corridor for the population of the region will be made through improvements to the transit system and improved efficiency of the highways before highway capacities are increased. The improvements will be made in accordance with (1) the need to protect the natural environment and (2) the need to plan coordinated transportation and recreational site development.
  - a. Highway improvements shall be consistent with the capacity levels recommended in the Public Services Policy Section.
  - b. Additional transit service to recreational sites shall be included in the MTC Transportation Development Program as funds become available. This service should be responsive to seasons of peak recreational activity in the San Mateo Coast Corridor.



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- c. MTC urges that local and State agencies provide information on weather, traffic, and parking congestion on weekends and holidays.
  2. Increased funding should be made available for recreation transit to the San Mateo Coast Corridor.
    - a. ABAG and MTC shall propose and support legislation creating new funding sources for State and regional recreational resource areas such as the San Mateo Coast Corridor.
    - b. ABAG and MTC urge(s) that park and recreation development proposals include financing for transit service both to and within recreation sites in lieu of additional parking space development.
  3. The provision of recreational transit to the San Mateo Coast Corridor should be coordinated with transit operators throughout the region.
    - a. MTC shall recommend to major transit operators in the region that regional recreational transit service be provided to the San Mateo Coast Corridor, that trunkline service be coordinated and that the costs of recreational transit be shared equitably by all appropriate operators.
  4. Improved travel access to San Mateo Coast recreation sites should be designed to protect the environmental qualities of the Corridor and to assure that all people in the region can enjoy access to recreational activities.
    - a. MTC shall include in its Transportation Development Program proposals for extensive transit service and bicycle and pedestrian paths.
    - b. MTC shall establish standards for recreational transit service which assure access for all socio-economic groups to coastal recreation sites.

#### D. RESOURCE PROTECTION POLICIES

1. The conversion of prime agricultural lands, lands suitable for the production of coastal dependent crops, and other economically productive agricultural lands to urban uses outside of urban areas shall be discouraged through support of public service policies enumerated above.
  - a. ABAG shall not recommend approval of Federally assisted development proposals which would convert prime agricultural lands, lands suitable for the production of coastal-dependent crops or other lands which are suitable for agricultural production and which are located inside existing incorporated areas or the San Mateo County Phase I Urbanization Areas unless it is demonstrated that continued or renewed agricultural use of such lands is not feasible because of location, size, soil type, or other characteristics.
  - b. Whether or not an urban area service boundary line is established, ABAG shall not recommend approval of Federally assisted development proposals which would convert to urban uses prime agricultural lands, lands suitable for the production of coastal-dependent crops or other lands which are suitable for agricultural production and which are located outside existing incorporated areas or the San Mateo County Phase I Urbanization Areas.
  - c. ABAG and MTC shall urge Pacifica, Half Moon Bay and San Mateo County to zone prime agricultural lands, lands suitable for producing coastal-dependent crops, and other lands suitable for agricultural production so as to prevent their conversion to urban uses.
2. The development and expansion of recreational opportunities within the Corridor shall be encouraged.
  - a. ABAG shall support the development of recreational facilities only if project proposals minimize the need to use private automobiles to reach or travel within these facilities.
  - b. ABAG shall not recommend approval of Federally assisted development proposals which would serve to limit the use of the following areas:
    - i. Any existing recreational facility operated by local, State, or Federal authorities.
    - ii. Any other area recommended for acquisition by local, regional, State, or Federal authorities.

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- c. ABAG and MTC encourage(s) as a long-term goal the public ownership of and access to a continuous strip of land along the coast determined to have statewide and regional significance. Public ownership of significant upland recreational areas would also be encouraged.
  - d. ABAG shall urge that State tidelands revenues be utilized as needed to subsidize the acquisition of recreational resources.
  - e. ABAG shall urge that the Coastal Commission deny permits for development which would degrade or diminish potential recreational areas.
3. Water quality standards (as defined by the Regional Water Quality Control Board) necessary for the preservation of marine and aquatic environments shall be maintained.
- a. ABAG shall recommend approval of Federally assisted wastewater improvements in the Mid-Coastside area only if improvement plans reflect the need to minimize discharge problems.
4. All remaining coastal wetlands and estuaries, and related buffer areas shall be preserved.
- a. ABAG shall recommend approval of Federally assisted development proposals only if development in wetlands meet the following criteria:
    - i. The amount of development shall be severely limited and the type of development restricted to wetland oriented projects.
    - ii. Activities should complement the resource values of the site.
    - iii. Intensities of use shall be low and consistent with the preservation of the wetland.
    - iv. No landfill or diking shall be permitted.
  - b. ABAG and MTC urge(s) local, State, and Federal agencies to acquire and manage coastal wetlands, estuaries, and related buffer areas and to restrict public access where necessary.



5. The scenic quality of the Corridor shall be regarded as a public resource.
  - a. ABAG and MTC shall recommend approval of Federally assisted development and service proposals (including Federal-Aid Urban System funds) only if it is determined by ABAG and MTC that the development, or development supported by such service, does not intrude upon the existing coastal viewshed<sup>15</sup> beyond the corporate limits of Half Moon Bay and Pacifica, the Phase I Urbanization Areas, or on ridgeline areas in Pacifica.
6. Ecologically significant habitat areas<sup>16</sup> (animal, plant, marine, aquatic) shall be preserved.
  - a. ABAG and MTC urge(s) local, State and Federal agencies to manage ecologically significant habitat areas for preservation and restrict public access where necessary.

#### E. SOCIAL EQUITY POLICIES

1. The provision of housing for low- and moderate-income households in the Corridor shall be consistent with the need to develop and conserve housing for the entire region.
  - a. ABAG and MTC shall recommend approval of public service projects (i.e., for transportation, water, wastewater) only if there is an affirmative local effort to increase the supply of housing opportunities to low- and moderate-income people.
2. ABAG and MTC shall support the development of transportation services and facilities which meet the accessibility needs of low-mobility groups (e.g. the elderly, low-income populations).
  - a. MTC shall maintain a regional reserve of Transit Development Act funds and other funds, as they become available, which shall be allocated only to transit projects and programs which demonstrate that increased accessibility of low-mobility groups will result.
  - b. MTC shall establish standards inclusive of service level, scheduling, and routing, and coordination of transfers and fares, for transit service to low-mobility groups and shall approve funds for transit and/or highway projects only if it can be demonstrated that the project contributes to the achievement of such standards.

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<sup>15</sup>See glossary definition of "coastal viewshed."

<sup>16</sup>See glossary definition of "ecologically significant habitat."

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- c. ABAG and MTC shall support fare subsidies where necessary to assist the needs of low-mobility groups.
  - d. MTC shall allocate a specified portion of its budget and staff to plan (in conjunction with local and State agencies) transit or para-transit programs to respond to the special needs of low-mobility groups.

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Fig. 6 Natural Hazards Map

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# APPENDICES



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## APPENDIX A

### BACKGROUND ON ABAG & MTC RESPONSIBILITIES

There are many agencies whose decisions will affect the future of the San Mateo Coast Corridor. The responsibility of the Joint Policy Committee, however, is to make recommendations only to ABAG and MTC. The Committee can only urge other jurisdictions and agencies to adopt the same policies.

The Association of Bay Area Governments is a council of local governments formed in 1961 to solve regional problems in the San Francisco Bay Region through the cooperative actions of cities and counties. Membership in ABAG is voluntary. (For planning purposes, the San Francisco Bay Area is composed of the following nine counties: San Francisco, Alameda, Contra Costa, Solano, Napa, Sonoma, Marin, San Mateo, and Santa Clara.)

ABAG is the Federally designated Metropolitan Clearinghouse for the region. As such, the agency advises Federal agencies whether or not requests for Federal subsidies are consistent with regional planning objectives. This review function applies to most major Federal programs and includes virtually all sources of Federal assistance likely to have an effect on urban development. Such programs include those which make grants available for wastewater treatment plants, highway and transit system improvements, park acquisition, school and hospital construction - even FHA mortgage insurance. Although Federal agencies are not obligated to follow recommendations made by ABAG, in practice they do give considerable weight to the views of the regional agency.

ABAG has also been designated by the State and Federal governments as the areawide wastewater planning agency responsible for relating water quality control to land use and air quality maintenance concerns.

ABAG has recently expanded its review function to include projects of major regional significance, whether or not such projects are directly assisted by Federal subsidies. This review function was undertaken because most major developments do, in fact, rely on various sources of Federal support (frequently in the form of ancillary, but necessary, services) and that requests for such support frequently follow the original decisions made concerning the project. For example, construction of a shopping center or subdivision will require sewer, water supply and roadway capacity increases, which often will not be part of the original project application, but will inevitably be required.

The Metropolitan Transportation Commission, on the other hand, is a statutorily created agency empowered by the California Legislature in 1970 to provide comprehensive regional transportation planning for the nine-county region. MTC, whose members are appointed by local governmental agencies, has two specific, but far-reaching powers. The first one, as contained in Article 66518 of Title 7.1 of the California Government Code, states that the California Highway Commission, when allocating funds for construction on the State highway system within the region, shall conform to the Regional Transportation

Plan and its schedule for priorities. The second one, as contained in Article 66520, states that the Commission shall only forward to the State and Federal governments those applications, containing a transportation element, whether for an outright or matching grant, that it has found to be compatible with the Regional Transportation Plan.

Since the two agencies have different but related responsibilities, the Joint Policy Committee, composed of ABAG and MTC policy makers, was formed to provide a policy link between the two agencies. It is the Committee's responsibility to make recommendations to ABAG and MTC on the selection of corridor and subregional areas for analysis and evaluation, to review proposed plans and projects of mutual interest at the request of the policy bodies of both agencies, and to propose amendments and revisions to the ABAG Regional Plan and MTC's Regional Transportation Plan resulting from the above functions.

MTC and ABAG do not implement proposals - they can only use their review and funding powers to make things happen. MTC, for example, does not build roads or operate bus lines. It can only make funding available for CALTRANS or local transit operators to do so. ABAG does not build or operate sewage treatment plants or other community facilities. It can only make proposals of its own or review those prepared by actual implementing agencies - plant operators or public works departments. Since the impact of ABAG and MTC decisions is felt in the planning and program development stage, local agencies need to know what the regional perspective on various issues is so that a cooperative and effective planning program can be developed between the various levels of planning responsibility.

# APPENDIX B

## CHARACTERISTICS OF SCENARIOS FOR THE SAN JUAN RIVER CORRECTOR

CHARACTERISTICS	SCENARIOS					
	SCENARIO MODEST GROWTH	ENERGY CONSERVATION	ENVIRONMENTAL PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
LAND USE	Scattered urban development throughout the coastal plain around Half Moon Bay	No agricultural conversion; in- filling; compact development with- in existing communities.	Development with existing communi- ties & compatible with current uses; communities physically sepa- rated but compact; agricultural uses retained; increase in recreational areas	Development is generally compact; much higher pro- portion than currently in industrial & commercial land uses. Intensive agricultural lands retained outside urban areas	Growth is in or adjacent to existing communi- ties; spatially compact; a rise in density; agricultural lands outside present limits of urban- ization retained.	Not Applicable
RESIDENTIAL DEVELOPMENT	SFDs (Single family dwellings) predominate; availability of high/moderate priced housing	SFDs predominate with an increase in MFD's (Multiple family dwellings), new housing pre- dominantly high to moderate priced	Mostly SFDs; new housing high to moderate priced.	MFDs increase; availability of predominate moderate, high priced housing; some availability of low priced housing	MFLs increase; high to moderate priced housing.	MFD units increase; housing in all price ranges available.
WATER & SEWER CAPACITY & EXTENT	Expanded service and area capacity	No significant expanded capa- city; no areal expansion; wastewater systems convert- ed to reclaim effluent.	Minimal expansion of capacity; no areal expansion; provision for tertiary treat- ment; wastewater systems convert- ed to reclaim effluent	Increase in capa- city and area; staged with popu- lation. Treat- ment of industr- ial and commercial wastewater	Capacity increas- es to service areas compatible with urbanization limits. No areal expansion (inter- ceptor capacity)	Not Applicable

continued overleaf



CHARACTERISTICS OF SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

CHARACTERISTICS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENTAL PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
EMPLOYMENT OPPORTUNITIES	Little basic employment; increase in population serving employment (including recreational); no proportional increase in low skill/low income job opportunities	No increase in basic employment; service employment grows with population growth; agricultural employment maintained; no major low skill/low income job opportunities	Lack of basic employment; increase in recreation employment; agriculture major employer; current level of low skill/low income job opportunities maintained	Significant rise in basic employment opportunities (industry locates in the corridor); service employment grows with population growth increased low skill/low income job opportunities	No significant basic employment increase; service employment increases with population growth; no proportional increase in low skill/low income job opportunities	Increased low skill/low income job opportunities
POPULATION RANGES	Moderate to high	Low	Low	Moderate to high (if significant number of jobs developed in the corridor)	Moderate	Not Applicable
MINORITY POPULATION	Less than current proportion.	Less than current proportion.	Less than current proportion.	Small rise in proportion of minority population	No change from existing proportions	Representation in proportion to areawide norms.
LOW INCOME POPULATION/ HOUSING OPPORTUNITIES	Few	Very few	Very few	Increase in low income population; wider range of housing opportunities	Few	Significant increase
ENVIRONMENTAL CONDITIONS	Conversion of significant resource based uses; resource preservation areas & environmental amenities to urban uses	Continued productive resource uses; no significant conversion of preservation & environmental amenities to urban uses	Continued productive resource uses; areas of critical environmental concern preserved to maximum extent; high degree of resource management	Continued productive resource uses; little conversion of resource preservation areas and environmental amenities to urban uses	Continued productive resource uses; little conversion of resource preservation areas and environmental amenities to urban uses	Dependent on development pattern

CHARACTERISTICS OF SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

CHARACTERISTICS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENTAL PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
RECREATION OPPORTUNITIES	Access to the coastline difficult because of private ownership; higher proportion of recreational opportunities used by local residents	Moderate to high level of transit usage for access to coastside; increase in recreational resources	Recreational opportunities maximized; access to coastside by auto & transit.	Recreational opportunities high with access to most of the coastline; higher proportion of recreational opportunities used by local residents	Recreational opportunities high with access to most of the coastline; higher proportion of recreational opportunities used by local residents	Recreational opportunities and access to most of coastline by all social, economic groups
TRANSPORTA- TION SERVICES	Local & regional highway and regional transit capacity increased; continued auto dependency	No highway capacity increase; significant local & regional transit service improvements especially for recreational purposes; decreased auto dependency	Highway safety improvements only; no highway capacity increase; some improved transit service	Combinations of highway and/or transit improvements; moderate capacity increases; improvements staged with level of employment development	Combinations of highway and/or transit improvements; moderate capacity increase.	Increased local and regional transit services to meet the needs of low income/special population groups; use of transit operating and fare subsidies.

CRITICAL FACTORS AFFECTING SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR

CRITICAL FACTORS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENT PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
LAND AVAILABLE FOR URBANIZATION	<ul style="list-style-type: none"> <li>o Urbanization permitted in all areas, except where: over 30% slope, in 100 year flood plain, in proximity to fault traces, and of high landslide susceptibility.</li> <li>o Gross density in area to be urbanized set at levels of existing coastal communities.</li> <li>o Minimal public land acquisition and/or management program carried out only in areas with no urban development potential.</li> </ul>	<ul style="list-style-type: none"> <li>o Urbanization permitted within existing municipal boundaries and Phase I areas of the San Mateo County Open Space Element not: over 30% slope, in 100 year flood plain, in proximity to fault traces, of high landslide susceptibility.</li> <li>o Gross density set at level higher than in existing communities - approximately the same as in older residential areas of Bay side cities.</li> <li>o Increased clustering of residential uses stressed.</li> <li>o Substantial public land acquisition and/or management program carried out.</li> </ul>	<ul style="list-style-type: none"> <li>o Urbanization permitted in all areas, except where: over 30% slope, in 100 year flood plain, under Williamson Act Contract, of Class I and II soils, in agricultural use; of potential prime agricultural use, in proximity to fault traces, of high landslide susceptibility, production value (marshes, tide-pools), outside existing city boundaries and San Mateo County Phase I urbanization limits.</li> <li>o Gross density in area to be urbanized set at levels of existing coastal communities.</li> <li>o Substantial public land acquisition and/or management program carried out.</li> </ul>	<ul style="list-style-type: none"> <li>o Urbanization permitted within existing municipal boundaries and Phase I areas of the San Mateo County Open Space Element with the rate of residential development keyed to the job growth rate.</li> <li>o No urbanization in areas of over 30% slope, in 100 year flood plain, in proximity to fault traces, or of high landslide susceptibility.</li> <li>o Gross density set at level higher than existing - approximately the same as in older residential areas of Bayside cities.</li> <li>o Urban renewal techniques necessary to assemble parcels large enough for higher density development.</li> <li>o Significant public land acquisition and/or management program carried out.</li> </ul>	<ul style="list-style-type: none"> <li>o Urbanization permitted within existing municipal boundaries and Phase I areas of the San Mateo County Open Space Element that are not: over 30% slope, in 100 year flood plain, in proximity to fault traces, of high landslide susceptibility.</li> <li>o Gross density set at level higher than existing - approximately the same as in older residential areas of Bayside cities.</li> <li>o Urban renewal techniques necessary to assemble parcels large enough for higher density development.</li> <li>o Significant public land acquisition and/or management program carried out.</li> </ul>	<ul style="list-style-type: none"> <li>o Sufficient land made available for low-income housing.</li> <li>o Extent of development not a critical factor.</li> </ul>

(continue overleaf)



CRITICAL FACTORS AFFECTING SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

CRITICAL FACTORS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENT PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
WATER AND SEWER	<ul style="list-style-type: none"> <li>o Water quality objectives permit the required increase in capacity.</li> <li>o Sewer lines extended throughout area to be urbanized.</li> <li>o Water provided in quantity sufficient for increasing population levels.</li> </ul>	<ul style="list-style-type: none"> <li>o Treatment plant capacity and extent of sewer lines increased only to match planned level of population and area to be urbanized.</li> <li>o Water provided in quantity sufficient only for prescribed population level.</li> <li>o "Energy-efficient" treatment and distribution methods used.</li> </ul>	<ul style="list-style-type: none"> <li>o Treatment plant capacity and extent of sewer lines increased only to level of population and area to be urbanized.</li> <li>o provided water quality standards can be met.</li> <li>o Water provided in quantity sufficient only for prescribed population level.</li> <li>o Tertiary treatment used (recycling of wastes).</li> </ul>	<ul style="list-style-type: none"> <li>o Sewage treatment capacity staged with industrial and residential development if water quality objectives permit the required increase in capacity.</li> <li>o Extent of sewer lines staged with area of urbanization.</li> <li>o Water provided in quantity sufficient for increasing population levels.</li> <li>o Emphasis on providing service to industrial users.</li> </ul>	<ul style="list-style-type: none"> <li>o Capacity of sewage treatment plant and extent of sewer lines increased only to planned level of population and area to be urbanized, if water quality objectives permit the required increase in capacity.</li> <li>o Provide water in quantity sufficient only for prescribed population level.</li> </ul>	<ul style="list-style-type: none"> <li>o (Not a critical factor.)</li> </ul>
TRANSPORTATION	<ul style="list-style-type: none"> <li>Capacity increases provided for highway/transit alternatives:</li> <li>o No highway/all transit increase.</li> <li>o Mixed highway/transit increase.</li> <li>o All highway/minimal transit increase.</li> <li>o Local streets expanded throughout area to be urbanized.</li> </ul>	<ul style="list-style-type: none"> <li>o No highway capacity increase.</li> <li>o Major trunk and local transit service improvements.</li> <li>o "Transportation control" strategies followed-preferential transit treatment, auto disincentives.</li> <li>o All of the above and/or until new energy sources for transport vehicles are devised.</li> <li>o No expansion of local streets past areas to be urbanized.</li> <li>o Walkways and bikeways throughout the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>o No increase in highway capacity (safety improvements or alignment changes only).</li> <li>o Local and trunk transit improved to minimum standards.</li> <li>o "Transportation control" strategies followed - carpooling, preferential treatment for transit.</li> <li>o No expansion of local streets past areas to be urbanized.</li> </ul>	<ul style="list-style-type: none"> <li>Capacity increases provided for highway/transit alternatives.</li> <li>o No highway/all transit increase.</li> <li>o Mixed highway/transit increase.</li> <li>o All highway/minimal transit increase.</li> <li>Local streets expanded throughout area to be urbanized.</li> </ul>	<ul style="list-style-type: none"> <li>Capacity increases provided for highway/transit alternatives.</li> <li>o No highway/all transit increase.</li> <li>o Mixed highway/transit increase.</li> <li>o All highway/minimal transit increase.</li> <li>Local streets not expanded past areas to be urbanized.</li> <li>Provide extensive network of walkways and bikeways throughout urbanized area.</li> </ul>	<ul style="list-style-type: none"> <li>o Transit service levels improved to at least minimum standards.</li> <li>o Transit service aimed at providing reliable access to job and social services locations.</li> <li>o Fare subsidies provided.</li> <li>o Capacity increased required for expanding populations handled by transit/highway alternatives.</li> </ul>

CRITICAL FACTORS AFFECTING SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

CRITICAL FACTORS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENT PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
RECREATION	<ul style="list-style-type: none"> <li>o Acquisition and management of parks and beaches in non-urban areas.</li> </ul>	<ul style="list-style-type: none"> <li>o Major acquisition and/or development of parks and beaches throughout the corridor.</li> <li>o Substantial provision of transit for access to these areas along with significant increases in transit usage.</li> </ul>	<ul style="list-style-type: none"> <li>o Major development of parks and beaches, hiking and biking trails compatible with character of area.</li> <li>o Substantial provision of transit for access to these areas.</li> </ul>	<ul style="list-style-type: none"> <li>o Extensive acquisition and management of parks and beaches in non-urban areas.</li> </ul>	<ul style="list-style-type: none"> <li>o Extensive acquisition and management of parks and beaches in non-urban areas.</li> </ul>	<ul style="list-style-type: none"> <li>o Transit access to corridor's facilities provided from all Bay Area locations having a significant number of low-income persons.</li> <li>o Extent of acquisition and management program for recreation sites dependent on development pattern.</li> </ul>
EMPLOYMENT	<ul style="list-style-type: none"> <li>o Low attractiveness for basic employment in the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>o No expansion of industrial uses requiring trunk freight transportation.</li> <li>o "Energy-efficient" manufacturing methods used.</li> </ul>	<ul style="list-style-type: none"> <li>o No significant expansion of basic jobs.</li> </ul>	<ul style="list-style-type: none"> <li>o Use of tax policies and/or zoning to encourage development of basic jobs.</li> </ul>	<ul style="list-style-type: none"> <li>o (Not a major factor since land to be urbanized can be apportioned to either residential or employment uses.)</li> </ul>	<ul style="list-style-type: none"> <li>o Enough jobs available within the commute range for all economic groups with emphasis placed on jobs within the corridor so as to minimize transportation costs for low-income groups.</li> </ul>
EQUITY HOUSING	<ul style="list-style-type: none"> <li>o Limited housing subsidies available.</li> <li>o Few housing opportunities provided for agricultural workers.</li> <li>o Very low mortgage rates not available.</li> </ul>	<ul style="list-style-type: none"> <li>o Limited housing subsidies available.</li> <li>o Few housing opportunities provided for agricultural workers.</li> <li>o Very low mortgage rates not available.</li> <li>o "Energy-conserving" building practices used.</li> </ul>	<ul style="list-style-type: none"> <li>o Limited housing subsidies available.</li> <li>o Few housing opportunities provided for agricultural workers.</li> <li>o Very low mortgage rates not available.</li> <li>o "Environmental" construction standards followed.</li> </ul>	<ul style="list-style-type: none"> <li>o Housing subsidy program required for lower income residents.</li> <li>o Few housing opportunities provided for agricultural workers.</li> </ul>	<ul style="list-style-type: none"> <li>o Limited housing subsidies available.</li> <li>o Few housing opportunities provided for agricultural workers.</li> <li>o Very low mortgage interest rates not available.</li> </ul>	<ul style="list-style-type: none"> <li>o Effective housing subsidy program set up for lower income residents.</li> <li>o Sufficient housing provided for agricultural workers.</li> <li>o Housing discrimination laws enforced.</li> </ul>

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CRITICAL FACTORS AFFECTING SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

CRITICAL FACTORS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENT PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
FINANCIAL RESOURCES	o Funds available for land acquisition and management, highway/transit facilities, sewer and water systems.	o Funds available for major transit improvements, land acquisition and management, all required services and facilities.	o Funds available for land acquisition and management, all services and facilities required.	o Funds available for land acquisition and management, staging all required services and facilities.	o Funds available for transportation services, sewer and water systems, land acquisition and management, all required services and facilities.	o Funds available and used for all required equity programs, all required services and facilities.
REGIONAL GROWTH PRESSURES	o Defined by regional fertility rates, job location, income levels, and availability of capital.	o Defined by regional fertility rates, job location, income levels, and availability of capital. o National and state energy distribution and conservation policies.	o Defined by regional fertility rates, job location, income levels, and availability of capital.	o Defined by regional fertility rates, job location, income levels, and availability of capital.	o Defined by regional fertility rates, job location, income levels, and availability of capital.	o Defined by regional fertility rates, job location, income levels, and availability of capital.



POSSIBLE POLICY ACTIONS FOR SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR

POSSIBLE POLICY ACTIONS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENTAL PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
LAND USE CONTROLS	<p>Local</p> <ul style="list-style-type: none"> <li>o Maintain urban area zoning at existing density levels.</li> <li>o Contract extent of resource management and agricultural districts.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o CCC - Permit extensive urbanization of coastal zone.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Rezone for slightly higher densities in urban areas.</li> <li>o Strict application of County Open Space Zoning Ordinance.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Initiate programs to control location and magnitude of auto use generating land uses.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Maintain urban area zoning at existing density levels.</li> <li>o Strict application of County Open Space Zoning Ordinance.</li> <li>o Retention of agricultural uses within incorporated areas.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o CCC - Limit urbanization of coastal zone where necessary to preserve and enhance recreational opportunities and coastal resources.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Rezone for higher densities in urban area.</li> <li>o Rezone for basic employment in urban areas.</li> <li>o Strict application of County Open Space Zoning Ordinance.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o CCC - Limit urbanization of coastal zone where necessary to preserve and enhance recreational opportunities and coastal resources.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Rezone for higher densities in urban areas.</li> <li>o Strict application of County's Open Space Zoning Ordinance.</li> <li>o Commit agricultural uses within urban areas to urban uses.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o CCC - Limit urbanization of coastal zone where necessary to preserve and enhance recreational opportunities and coastal resources.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Maintain exemption of migrant labor housing in County Open Space Zoning Ordinance.</li> </ul>
SEWER AND WATER	<p>Local</p> <ul style="list-style-type: none"> <li>o Establish broad urban service area boundaries.</li> <li>o Renegotiate water contract with SFWD for increased supply.</li> <li>o Fund (local match) extensive sewer and water systems improvements.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Contract urban area service boundaries to existing development area.</li> <li>o Fund (local match) improvements to wastewater systems to provide for reclamation of wastewater.</li> <li>o Use reclaimed wastewater to meet non-consumptive needs.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Adjust urban service boundaries recognizing environmental constraints and recreational demands.</li> <li>o Upgrade quality of wastewater treatment facilities to meet water quality objectives.</li> <li>o Renegotiate water contract with SFWD but use reclaimed wastewater to meet non-consumptive water needs.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Adjust urban area service boundaries to reflect both growth needs and environmental constraints.</li> <li>o Approve incorporations and annexations where necessary to equalize quality and quantity of services.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Adjust urban area service boundaries to reflect planned growth and environmental constraints.</li> <li>o Assume cost (local match) of expanding wastewater system capacity and quality of treatment.</li> <li>o Renegotiate water contract with SFWD.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Approve service district consolidations, use of "zero" spheres of influences where necessary to equalize quality and quantity of services.</li> <li>o Approve incorporations and annexations, as necessary, to equalize distribution of services.</li> </ul>

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POSSIBLE POLICY ACTIONS FOR SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

POSSIBLE POLICY ACTIONS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENTAL PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
SEWER AND WATER	<p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Positive A-95 review of sewer and water projects.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o RWQCB - Lower water quality objectives and approve sewer and water improvement projects.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Positive review and funding of project applications.</li> </ul>	<p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Conditional or negative A-95 reviews of infrastructure grants not based on density assumptions of this scenario.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o RWQCB - Approve infrastructure improvement plans based on density assumptions of this scenario.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Approve and fund infrastructure improvement plans.</li> <li>o Fund basic sewer and water grants significantly above existing level.</li> <li>o Fund research to develop energy effective infrastructure systems.</li> </ul>	<p>Local-cont'd</p> <ul style="list-style-type: none"> <li>o Fund (local match) projects to upgrade environmental quality of sewer and water systems.</li> </ul> <p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Conditional or negative A-95 reviews unless sewer and water projects upgrade environmental quality and conform to population and density assumptions of this scenario.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o RWQCB - Maintain water quality objectives.</li> <li>o BAAPCD - Administer non-degradation air-quality objectives.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Positive review and funding of projects only if consistent with State &amp; Federal water quality goals and policies.</li> <li>o Support only very limited capacity increase.</li> <li>o Set non-degradation air quality objectives.</li> </ul>	<p>Local-cont'd</p> <ul style="list-style-type: none"> <li>o Renegotiate water contract with SFWD and seek new water supply sources to serve non-residential users.</li> </ul> <p>Stage growth of infrastructure systems and plan upgrade quality of wastewater treatment.</p> <ul style="list-style-type: none"> <li>o Assume costs (local match) of improving infrastructure systems.</li> </ul> <p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Conditional or negative A-95 reviews if infrastructure grants don't treat existing environmental problems (e.g. outfall) and conform to density assumptions of this scenario.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o RWQCB - Approve infrastructure service grants if staged properly and meet water quality objectives.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Positive review and funding of projects if consistent with Federal &amp; State water quality goals and objectives.</li> </ul>	<p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Positive A-95 reviews only if grants consistent with density assumptions of this scenario.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o RWQCB - Approve infrastructure improvement grants and maintain water quality objectives.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Positive review &amp; funding of infrastructure projects if consistent with State and Federal water quality goals and policies.</li> </ul>	<p>Local-cont'd</p> <ul style="list-style-type: none"> <li>o Assume costs (local match) to increase wastewater service capacity.</li> </ul> <ul style="list-style-type: none"> <li>o Renegotiate water contract with SFWD and seek new water supply sources to serve non-residential users.</li> </ul> <p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Positive A-95 reviews of infrastructure improvements grants to meet emergency service needs of low-income groups, and minorities.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o RWQCB - Approve infrastructure improvement grants.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Positive review and funding of infrastructure improvement grants.</li> </ul>

POSSIBLE POLICY ACTIONS FOR SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

POSSIBLE POLICY ACTIONS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENTAL PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
ECONOMIC DEVELOPMENT				<p>Local</p> <ul style="list-style-type: none"> <li>o Offer tax incentives, if feasible, to encourage growth of basic employment.</li> <li>o Actively recruit industry.</li> </ul> <p>Other Regional</p> <ul style="list-style-type: none"> <li>o CCC - Permit extensive use of coastal resources for recreational development.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Loans for economic development - e.g. port/marina development.</li> </ul>		<p>Local</p> <ul style="list-style-type: none"> <li>o Offer tax incentives, if feasible, to encourage growth of basic employment.</li> <li>o Actively recruit industry.</li> <li>o Formulate and implement affirmative action plans in all public agencies.</li> </ul> <p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Base A-95 review recommendations, in part, on acceptability of local affirmative action plans.</li> </ul>
TRANSPORTATION	<p>Local</p> <ul style="list-style-type: none"> <li>o Assume costs of building local roads (extensive)</li> </ul> <p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Approve transportation capacity increases, include in Capital Improvements Plan (MTC), disburse transit funds as needed.</li> <li>o Positive A-95 reviews of transportation projects.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Operate local and inter-local transit systems. Insure use of transit to serve recreational areas.</li> </ul> <p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Approve major transit service improvement and disburse transit monies accordingly.</li> <li>o No approval of highway capacity increases or other projects which would increase auto use.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Operate corridor wide transit system serving recreational areas and job locations.</li> </ul> <p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Approve projects to increase highway safety but not capacity, disburse transit funds especially for recreational purposes.</li> <li>o Follow transportation control strategy preferential treatment for transit.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Assume costs of building local roads.</li> <li>o Implement corridor wide transit systems, stage transit service improvements with growth. Insure transit service to recreational areas and job locations.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Assume costs of building local roads.</li> <li>o Implement corridor wide transit systems. Insure transit (access to) recreational areas.</li> </ul>	<p>Local</p> <ul style="list-style-type: none"> <li>o Implement corridor wide local transit systems. Insure access to recreational areas and job locations.</li> <li>o Offer fare subsidies to encourage use by transit-dependant populations.</li> </ul>

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POSSIBLE POLICY ACTIONS FOR SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

POSSIBLE POLICY ACTIONS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENTAL PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
TRANSPORTATION	<p>State and Federal</p> <ul style="list-style-type: none"> <li>o Positive review and funding of transportation projects.</li> </ul>	<p>ABAG/MTC - cont'd</p> <ul style="list-style-type: none"> <li>o Positive A-95 review of transit systems, negative review of highway projects which increase auto use.</li> <li>o Promote transit use by encouraging auto use disincentives.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Positive review and funding of transit projects. Negative review and funding of highway projects which increase auto use.</li> <li>o Funding of transit programs significantly above existing levels.</li> <li>o Allocate or ration gasoline, if necessary.</li> </ul>	<p>State and Federal</p> <ul style="list-style-type: none"> <li>o Expend funds for highway maintenance and safety only.</li> <li>o Appropriate funds for transit significantly above existing level.</li> </ul>	<p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Approve transportation capacity increases, include in Capital Improvement Plan, disburse transit funds.</li> <li>o Positive A-95 review of transportation projects consistent with MTC project approvals.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Positive review and funding of transportation projects.</li> <li>o Appropriate funds for transit significantly above existing level.</li> </ul>	<p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Approve transportation highway and transit capacity increases, include in Capital Improvements Plan (MTC); disburse transit funds as needed.</li> <li>o Positive A-95 reviews of transportation projects consistent with MTC project approvals.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Positive review and funding of transportation projects.</li> <li>o Appropriate funds for transit significantly above existing level.</li> </ul>	<p>ABAG/MTC</p> <ul style="list-style-type: none"> <li>o Approve transit projects and disburse transit funds to reflect major investment in transit; condition approval on implementation of transit use incentives for transit-dependent populations.</li> <li>o Positive A-95 reviews consistent with MTC project approvals.</li> <li>o Implement regional transit service providing access to recreational uses for Bay Area transit-dependent populations.</li> </ul> <p>State and Federal</p> <ul style="list-style-type: none"> <li>o Appropriate funds for transit programs significantly above existing levels.</li> </ul>

POSSIBLE POLICY ACTIONS FOR SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

POSSIBLE POLICY ACTIONS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENTAL PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
ENVIRONMENTAL RESOURCES	Local o Low priority for public acquisition of recreational resources and areas of critical environmental concern (e.g. tidepools).	Local o Assume costs (local match) for acquisition and management of recreational opportunities and other areas of critical environmental concern.	Local o Assume costs (local match) for extensive public acquisition of recreational resources and areas of critical environmental concern.	Local o Assume costs (local match) for extensive public acquisition and management of recreational resources and areas of critical environmental concern.	Local o Assume costs (local match) for public acquisition and management of recreational resources and areas of critical environmental concern.	
	ABAG/MTC o Positive A-95 review of recreational projects. State and Federal o Low priority to acquire, develop, and operate recreational uses and facilities. o Protection of environmental resources depends on commitment of individual regulatory agencies. o Positive review and funding of local recreational projects.	ABAG/MTC o Positive A-95 reviews for recreational and other environmental management programs requiring federal subsidies State and Federal o Positive review and funding of local projects.	ABAG/MTC o Positive A-95 reviews for recreational and environmental management grant applications. o Conditional or negative A-95 reviews for highway, infrastructure grants if EIR indicates threat to environmental resources. Other Regional o CCC- Stringent permit requirements for use of areas outside urban boundaries. State and Federal o Acquire, develop, and operate recreational uses and facilities. o Positive review and funding of local recreational projects. o Appropriate funds for recreational development above existing level.	ABAG/MTC o Positive A-95 reviews of acquisition and management programs requiring federal subsidies. o Conditional or negative A-95 reviews of highway and infrastructure grants if EIRs indicate threat to coastal or environmental resources. State and Federal o Positive review and funding of local acquisition and management projects. o Acquire, develop, and operate recreational uses and facilities. o Fund acquisition and management programs significantly above existing levels.	ABAG/MTC o Positive A-95 reviews for recreational and environmental management projects requiring federal subsidies. o Conditional or negative A-95 review for highway, infrastructure projects if EIRs indicate threat to coastal or environmental resources. State and Federal o High priority to acquire, develop, operate recreational areas and facilities. o Positive review and funding of local projects. o Appropriate funds for recreational development above existing level.	

(continue overleaf)

POSSIBLE POLICY ACTIONS FOR SCENARIOS  
FOR THE SAN MATEO COAST CORRIDOR (CONT.)

POSSIBLE POLICY ACTIONS	SCENARIOS					
	DISPERSED MODERATE GROWTH	ENERGY CONSERVATION	ENVIRONMENTAL PROTECTION & RECREATION	BALANCED GROWTH	COMPACT GROWTH	SOCIAL EQUITY
HOUSING AND SOCIAL SERVICES	Local <ul style="list-style-type: none"> <li>o Assume costs (local match) of expanding other community services (e.g. education, health).</li> </ul>	Local <ul style="list-style-type: none"> <li>o Initiate local housing preservation and rehabilitation programs.</li> </ul>	Local <ul style="list-style-type: none"> <li>o Conservation of existing housing stock.</li> </ul>	Local <ul style="list-style-type: none"> <li>o Assume costs to expand social service delivery systems and stage provision of services with population growth.</li> </ul>	Local <ul style="list-style-type: none"> <li>o Assume costs to expand social service delivery systems.</li> </ul>	Local <ul style="list-style-type: none"> <li>o Initiate housing re-habilitation programs.</li> </ul>
	ABAG/MTC <ul style="list-style-type: none"> <li>o Positive A-95 review of community services, housing applications.</li> </ul> State and Federal <ul style="list-style-type: none"> <li>o Appropriate funds for expansion of community services, housing.</li> </ul> o Maintain mortgage interest rates near existing level.	ABAG/MTC <ul style="list-style-type: none"> <li>o Positive A-95 reviews of housing projects.</li> </ul> State and Federal <ul style="list-style-type: none"> <li>o Amend State building code to allow for implementation of energy - effective building technologies.</li> </ul> o Subsidize research to develop and refine Technologies which emphasize use of energy sources.		ABAG/MTC <ul style="list-style-type: none"> <li>o Form public housing authority.</li> </ul> ABAG/MTC <ul style="list-style-type: none"> <li>o Positive A-95 review of social services and housing grants requiring Federal subsidies.</li> </ul> State and Federal <ul style="list-style-type: none"> <li>o Appropriate funds for housing subsidies above existing levels.</li> </ul> o Lower housing mortgage interest rates. <ul style="list-style-type: none"> <li>o Positive review and funding of housing and social service programs.</li> </ul>	ABAG/MTC <ul style="list-style-type: none"> <li>o Positive A-95 reviews of housing and social service projects &amp; programs requiring federal subsidies.</li> </ul> State and Federal <ul style="list-style-type: none"> <li>o Appropriate funds for housing subsidies above existing levels.</li> </ul> o Lower housing mortgage interest rates. <ul style="list-style-type: none"> <li>o Positive review and funding of housing and social service grants.</li> </ul>	ABAG/MTC <ul style="list-style-type: none"> <li>o Form public housing authorities.</li> </ul> ABAG/MTC <ul style="list-style-type: none"> <li>o Assume costs to expand social service delivery systems as communities grow.</li> </ul> o Implement fair housing legislation. <ul style="list-style-type: none"> <li>o Positive A-95 reviews of housing and social service programs requiring federal subsidies.</li> </ul> State and Federal <ul style="list-style-type: none"> <li>o Enact fair housing legislation.</li> </ul> o Enforce civil rights and fair employment legislation. <ul style="list-style-type: none"> <li>o Appropriate funds for housing subsidies significantly above existing levels.</li> </ul>



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## APPENDIX C

### DETAILED SCENARIO POLICIES

The detailed policy alternatives for each of the three scenarios are organized into the following six categories:

- 1) Land Availability
- 2) Public Service Capacities (Transportation, Water, Sewer)
- 3) Transit
- 4) Recreational Travel
- 5) Resource Protection
- 6) Social Equity

Within each policy category the following distinctions have been made:

- A. Policies and actions common to all scenarios - These are policies which may be adopted without regard as to which scenario is followed. They are general and, in most cases, identify the basic direction which all policies follow.
- B. Policies common to all scenarios which require different policy actions for each scenario - In this section, the policy applies to all scenarios, but policy actions vary by scenario.
- C, D & E. Specific scenario policies and actions - The intent here is to show cases where a specific policy should be adopted only in conjunction with one scenario. These policy actions are specific for the following scenario:
  - C. - Environmental Protection and Recreation Scenario
  - D. - Compact Growth Scenario
  - E. - Dispersed Moderate Growth Scenario

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## LAND AVAILABILITY POLICIES

### A. POLICIES COMMON TO ALL SCENARIOS

1. Land should be made available for future development and services subject to a careful analysis of environmental impacts.
  - a. ABAG shall recommend approval of all Federally assisted development or service proposals subject to a finding by ABAG that areas of critical environmental concern<sup>1</sup> will not be converted to urban use.

### B. POLICIES COMMON TO ALL SCENARIOS WHICH REQUIRE DIFFERENT POLICY ACTIONS FOR EACH SCENARIO

1. ABAG shall undertake reviews<sup>2</sup> of regionally significant development proposals (Non-A-95)...
  - a. ...which, directly or indirectly, could induce growth beyond the corporate limits of Half Moon Bay, Pacifica, and the Phase I Urbanization Areas.<sup>3</sup> (Environmental Protection, Compact Growth)
  - b. ...when so requested by a member government. (Dispersed Moderate Growth)

### C. ENVIRONMENTAL PROTECTION SCENARIO POLICIES AND ACTIONS

1. Urbanized uses shall be limited to the current corporate limits of Half Moon Bay, Pacifica, and the Phase I Urbanization Areas.
  - a. ABAG/MTC shall recommend to the San Mateo County LAFCO:
    - i. that an urban area service boundary<sup>4</sup> be established coterminus with the locational limits specified above.
    - ii. that proposals to annex lands or to create new wastewater service districts beyond these limits be denied.

<sup>1</sup> See glossary for description of "areas of critical environmental concern."

<sup>2</sup> Procedures for undertaking reviews of regionally significant development proposals were adopted by the ABAG Executive Committee, June 20, 1974.

<sup>3</sup> The Phase I Urbanization Areas define the unincorporated limits for development of Montara, Moss Beach, El Granada, and Princeton, or technically: all lands which are not zoned RM (Resource Management) in the San Mateo County Resource Management Zoning District.

<sup>4</sup> An urban area service boundary as defined by the LAFCO is analogous to a five year service area. There is no existing urban service boundary. A sphere of influence boundary (a twenty year development line) does exist.

- b. ABAG/MTC shall urge that the cities of Pacifica and Half Moon Bay:
  - i. retain productive agricultural lands in their present zoning classifications
  - ii. adjust their population estimates and development policies to reflect diminishing household sizes, regional population growth trends, and the restricted availability of land for urban uses.
- c. ABAG shall recommend approval of Federally assisted...
  - i. ...water supply service improvements beyond the locational limits specified above to serve only agricultural, floricultural, and recreational water service needs if the demand for these services is based upon calculations of specific services requirements to meet these needs as supplied by the applicant service agency.
  - ii. ...interim service improvements for water and wastewater service to urban uses within the locational limits specified above.

#### D. COMPACT GROWTH SCENARIO POLICIES AND ACTIONS

- 1. Policies identical to those in the previous scenario with the following addition:
- 2. ABAG and MTC shall urge that Pacifica and Half Moon Bay:
  - a. amend their zoning ordinances (including Planned Unit Development<sup>5</sup> provisions) to increase land available and minimum densities for multiple family dwellings.
  - b. Maintain productive agricultural lands in their present zoning classification, until development demands increase.

#### E. DISPERSED MODERATE GROWTH SCENARIO POLICIES AND ACTIONS

- 1. ABAG and MTC will support the physical expansion of urbanized uses throughout the corridor except to those sites considered hazardous for development.
  - a. ABAG shall approve Federally assisted housing projects of regional significance without regard to locational factors (except to hazardous sites).

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<sup>5</sup> See glossary definition of "planned unit development".



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PUBLIC SERVICE POLICIES

TRANSPORTATION, WATER, SEWER

A. POLICIES AND ACTIONS COMMON TO ALL SCENARIOS

1. ABAG/MTC shall provide for public service improvements (transportation, water, sewer) at capacities which support mutually consistent levels of urban development.
  - a. ABAG/MTC shall approve capacity increases for any service, which would accommodate a higher level of population than presently exists, subject to a demonstration that fiscal resources (both local match and subsidized shares) are available to expand the capacities of other service systems to a similar level.
  - b. ABAG/MTC shall approve capacity increases for services to meet demands for agricultural, recreational water service and recreational travel only if it can be demonstrated that these expansions will not induce population increases which would require further expansion of other services.
2. Traffic safety improvements shall be made without increasing highway capacity beyond that required to support the population levels used for service capacity planning purposes in the San Mateo Coast Corridor.
  - a. MTC shall include safety improvements resulting in minimal capacity increases in its Transportation Improvement Program such as straightening curves, improving roadway visibility, widening lanes, but no additional lanes for through traffic.

B. POLICIES COMMON TO ALL SCENARIOS WHICH REQUIRE DIFFERENT POLICY ACTIONS FOR EACH SCENARIO

(No policies fall within this category)

C. ENVIRONMENTAL PROTECTION SCENARIO POLICIES AND ACTIONS

1. ABAG/MTC shall use the following 1990 population levels for plan and project reviews and project approvals: Mid-Coastside (including Half Moon Bay) 12,000; Pacifica 42,000.<sup>1</sup>
2. Transportation improvements shall be made by improving transit systems and the efficiency of the highway system rather than by increasing highway capacity in the San Mateo Coast Corridor.

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<sup>1</sup> Source: ABAG/MTC Corridor Evaluation.

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- a. MTC shall include proposals in its Transportation Improvement Program to provide a basic level of transit service in and to the Corridor.
  - b. Additional transit service, especially for recreation, shall be included in the Transportation Improvement Program as funds become available.
  - c. MTC shall allocate funds for bus shelters and bicycle storage areas at major outlying transit stops and automobile parking facilities for commuters and recreationalists boarding buses.
  - d. MTC urges that local and State agencies establish a method of providing visitors to the coast with information on weather, traffic, and parking conditions on weekends and holidays prior to their arrival at the Corridor.
  - e. Highway improvements for Route 1 and Route 92 included in the MTC Transportation Improvement Program will be confined to:
    - i. reconstruction of a two-lane bypass around Devil's Slide, improvements to straighten curves; reducing grades to improve bus operations; intersection improvements; bus and truck climbing lanes; and turnouts.
    - ii. Safety improvements such as lane widening, improved shoulders, and signals.
    - iii. Provision of preferential treatment for buses at congested locations such as Route 1 between Sharp Park Road and Linda Mar, the intersection of Route 1 and Route 92, and the intersection of Route 92 and Route 35.
    - iv. Improvements which provide adjacent or separate facilities for bicycle and pedestrian paths.
  - f. MTC shall delete from its Regional Transportation Plan all proposals for the expansion of capacity for Route 1 and Route 92 in the Corridor.
  - g. MTC shall delete the portion of Route 380 that would lie within the San Mateo Coast Corridor from the Regional Transportation Plan.
  - h. Route 1 south of Pacifica shall be designated in the Regional Transportation Plan as a Scenic Recreational Highway in which improvements are to include: establishment of viewshed and roadside controls, moderate design speeds, construction of scenic overlooks and turnouts, and separate bicycle and pedestrian paths.

- i. MTC shall recommend that the portion of Route 1 south of Sharp Park Road, the portion of Route 92 between Route 280 and Half Moon Bay, and proposed Route 380 west of Route 280 be deleted from the State Freeway and Expressway system.
3. Water and wastewater capacities shall be provided in a manner which minimizes the conversion of existing natural and agricultural resources to urban use.
  - a. ABAG shall recommend approval of water capacity increases and related facility improvements only if the applicant agency demonstrates that the level of demand for agricultural and recreational water service exceeds existing capacity and provided that the proportion to serve urban needs (as estimated by the service agencies) does not exceed 2.09 mgd<sup>2</sup> on the Mid-Coastside. ABAG shall not recommend approval of water capacity increases in Pacifica.
  - b. ABAG shall not recommend approval of further capacity increases for wastewater within the Corridor.<sup>3</sup>

#### D. COMPACT GROWTH SCENARIO POLICIES AND ACTIONS

1. ABAG/MTC shall use the following 1990 population levels for plan and project reviews and project approvals: Mid-coastside 19,000; Pacifica 42,000.<sup>4</sup>
2. Transportation improvements for the San Mateo Coast Corridor will be made through improvements to the transit system and improved efficiency of the highways before highway capacities are increased.
  - a.-d. Those actions (2 a.-d.) listed in the Environmental Protection Scenario (above)
  - e. Highway improvements for Route 1 and Route 92, and Sharp Park Road/Westborough Boulevard included in the MTC Transportation Improvement Program for implementation before 1990 will be confined to those actions listed in the Environmental Protection scenario (above 2e.).
  - f. MTC will consider including proposals in the Transportation

<sup>2</sup> Figure represents 1.79 mgd existing level of urban service as cited from 1974 CCWD District Engineer's 1974 Summary Report and .3 mgd existing capacity in the Montara area.

<sup>3</sup> Note: In this scenario, the existing capacities of all water and sewer systems exceed the estimated capacities to serve future populations. Policy would limit capacity to the existing level (1.8 mgd).

<sup>4</sup> Source: ABAG/MTC Corridor Evaluation.



Improvement Program for expansion in the capacity of Route 1 and Route 92, for implementation after 1990 if it is demonstrated that basic transit service levels established by MTC have been met and that it is demonstrated that the highway improvements will not result in reduced transit patronage.

- g. MTC shall delete the portion of Route 380 that would lie within the San Mateo Coast Corridor from the Regional Transportation Plan.
  - h. MTC shall incorporate Sharp Park Road and Westborough Boulevard as proposed improvements in its Regional Transportation Plan.
  - i. MTC will consider improvements to Sharp Park Road/Westborough Boulevard such as an additional east bound lane or an additional one-way roadway and reduced grades, after 1990.
3. Increases in water and wastewater capacities from urban uses shall not be undertaken prior to the formation of urban service area boundary lines by the San Mateo County LAFCO.
- a. ABAG shall not recommend approval of Federally assisted water supply increases or related facility improvements in the absence of a LAFCO policy which prohibits further annexations to existing wastewater service boundaries.
  - b. ABAG shall recommend approval of Federally assisted wastewater increases not to exceed 1.33 mgd<sup>5</sup> on the Mid-Coastside or above the existing level in Pacifica.
4. If the San Mateo County LAFCO establishes an urban area service boundary consistent with the land availability policies specific to this scenario:<sup>6</sup>
- a. ABAG shall recommend approval of Federally assisted water capacity increases not to exceed 3.69 mgd<sup>7</sup> on the Mid-Coastside.
  - b. ABAG shall not recommend approval of water capacity increases for water and wastewater in Pacifica.
  - c. ABAG shall not recommend approval of grants financing facilities related to the construction of a pipeline from the Crystal Springs Reservoir or additional importation from existing sources prior to the renegotiation of the CCWD contracts with the San Francisco Water District.

<sup>5</sup> 1.33 mgd is capacity needed to serve scenario population of 19,000.

<sup>6</sup> See policy C.1. a-c on pp. 100-101.

<sup>7</sup> Figure represents existing capacity on Mid-Coastside (2.82 mgd) plus additional capacity which may be supplied from new local water sources (e.g., Denniston Creek).

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E. DISPERSED MODERATE GROWTH SCENARIO POLICIES AND ACTIONS

1. ABAG/MTC shall use the following 1990 population levels for plan and project reviews and project approvals: Mid-Coastside 21,000; Pacifica 42,000.<sup>8</sup>
2. Transportation improvements for the San Mateo Coast Corridor will be made through both improvement of the transit system and through expansion of the highway system.
  - a. MTC shall include funds in its Transportation Improvement Program to provide a basic level of transit service in and to the corridor.
  - b. MTC urges that local and State agencies create a method of providing visitors to the coast with information on weather, traffic and parking congestion on weekends and holidays prior to their arrival in the Corridor.
  - c. MTC shall include the following highway improvements in the Transportation Improvement Program for implementation before 1990:
    - i. Construction of a two-lane bypass for the Devil's Slide area on Route 1 with bus and truck climbing lanes.
    - ii. Widening or reconstruction of Route 92 to four lanes between Interstate 280 and Route 1.
  - d. MTC shall include the following highway improvements in its Transportation Improvement Program after 1990, or before 1990 if residential development increases at a faster rate than anticipated:
    - i. Expansion of Route 1 to a four-lane Freeway from Sharp Park Road to the Mid-Coastside.
    - ii. Widening of Route 1 south of Half Moon Bay to four lanes to serve additional commuters or recreation trips.
    - iii. Construction of Route 380 to Route 1 or reconstruction and expansion of Sharp Park Road/Westborough Boulevard.

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<sup>8</sup> Source: ABAG/MTC Corridor Evaluation

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3. To provide for the efficient provision of water and wastewater supplies to meet increased residential service demands.
    - a. ABAG shall recommend approval of Federally assisted capacity increases on the Mid-Coastside not to exceed:
      - i. 1.47 mgd for wastewater<sup>9</sup>
      - ii. 3.95 mgd for water.<sup>10</sup>
    - b. ABAG shall not recommend approval of Federally assisted capacity increases for either water or wastewater elsewhere in the corridor.

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<sup>9</sup> 1.47 mgd is capacity needed to serve scenario population of 21,000.

<sup>10</sup> Based on ABAG staff estimates, it may be possible to reach this capacity without importation above existing levels, but a pipeline from the Crystal Springs Reservoir may be required.



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## TRANSIT POLICIES

### A. POLICIES COMMON TO ALL SCENARIOS

1. Trunk transit<sup>1</sup> service shall be improved to provide convenient and dependable access between major activity centers within and outside the San Mateo Coast Corridor. This service shall provide basic levels of transit access to major employment centers, retail centers, transfer points, and social services not available within the corridor as well as to residential and major recreational areas within the Corridor.
  - a. MTC shall establish standards for trunk transit service in the Corridor. These standards shall include service levels, and the coordination of transfers and fares.
  - b. MTC shall maintain a regional reserve<sup>2</sup> of Transit Development Act funds and other funds, when they become available, for transit projects and programs within the Corridor which meet the service standards established for the Corridor.
2. Local transit service shall be designed to complement trunk transit service in the San Mateo Coast Corridor. This service shall provide basic levels of transit access between urban and recreational areas, and trunk transit lines and terminals.
  - a. MTC shall establish standards for integrating local transit service levels, fares, and transfers with important regional trunk services provided by BART, the Southern Pacific Railroad, Alameda-Contra Costa Transit District, the San Francisco Municipal Railway, and the San Mateo and Santa Clara County Transit Districts.
  - b. MTC shall maintain a regional reserve of Transit Development Act funds and other funds, which will be allocated only to transit projects and programs for the Corridor which meet regional standards for trunk transit service.

### B. POLICIES COMMON TO ALL SCENARIOS WHICH REQUIRE DIFFERENT POLICY ACTIONS FOR EACH SCENARIO

1. Transit and highway improvements shall be coordinated to reduce dependence on the automobile in order to increase transit patronage.
  - a. MTC shall approve applications for funding of highway projects and programs only if they include methods to provide preferential

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<sup>1</sup> See glossary definition of "trunk transit".

<sup>2</sup> See glossary definition of "regional reserve".

treatment for transit service or it is demonstrated by the applicant that preferential transit is infeasible. Preferential transit methods may include: separate bus lanes, ramp metering or traffic signals activated by transit vehicles. (Environmental Protection and Compact Growth)

- b. MTC shall include funds in its Transportation Improvement Program for parking lots to serve commuters boarding buses to Bayside employment centers or coastside recreation sites, bus shelters, and bicycle storage at major transit stops. (Environmental Protection and Compact Growth)
- c. MTC shall not include highway capacity expansion projects in its Transportation Improvement Program until transit service has been improved to basic service standards established by MTC. (Compact Growth)
- d. MTC urges the establishment of outlying parking lots to serve commuters boarding buses to Bayside employment centers or coastside recreation sites with bicycle storage at major transit stops. (Dispersed Moderate Growth)

C.-E. THERE ARE NO POLICIES SPECIFIC TO THESE CATEGORIES

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## RECREATIONAL TRAVEL POLICIES

### A. POLICIES COMMON TO ALL SCENARIOS

1. MTC's capability to do transportation planning for recreational and weekend trips will be enhanced:
  - a. MTC shall set aside a portion of its budget specifically for planning work related to weekend and recreational travel in the region.
  - b. MTC/ABAG shall initiate joint planning and programming for recreational development and recreational transportation with relevant agencies including: CALTRANS, State and County Parks and Recreation Departments, and the California Coastal Zone Conservation Commission and local governments.
2. Increased funding should be made available for recreation transit to the San Mateo Coast Corridor
  - a. ABAG/MTC shall propose and support legislation creating new funding sources for State and regional recreational resource areas such as the San Mateo Coast Corridor.
  - b. ABAG/MTC urge that park and recreation development proposals include financing for transit service both to and within recreation sites.
3. The provision of recreational transit should be shared by transit operators throughout the region.
  - a. MTC will recommend to major transit operators in the region that recreational transit service be provided to the San Mateo Coast Corridor, that trunkline service be coordinated and that the costs of recreational transit be shared equitably by all appropriate operators.
4. Improved travel access to San Mateo Coast recreation sites should be designed to protect the environmental qualities of the Corridor and to assure that all people in the region can enjoy access to recreational activities.
  - a. MTC shall include in its Transportation Improvement Program proposals for extensive transit service and bicycle and pedestrian paths.
  - b. MTC shall establish standards for recreational transit service which assure access for all socio-economic groups to coastal recreation sites.



## B. POLICIES WHICH REQUIRE DIFFERENT POLICY ACTIONS

(No policies fall within this category)

## C. ENVIRONMENTAL PROTECTION SCENARIO POLICIES AND ACTIONS

1. Transportation improvements required to provide access to the recreation sites on the San Mateo Coast Corridor for the population of the region shall be made through improvements to the transit system and improved efficiency of the highways rather than increased highway capacity. The improvements shall be made in accordance with (1) the need to protect the natural environment and (2) the need to plan coordinated transportation and recreational site development.
  - a. MTC shall include proposals in its Transportation Improvement Program to provide a basic level of transit service to recreation sites throughout the year.
  - b. Additional transit service to recreational sites shall be included in the MTC Transportation Improvement Program as funds become available. This service should be concentrated in the seasons of peak recreational activity in the San Mateo Coast Corridor.
  - c. MTC urges that local and State agencies provide visitors to the coast with information on weather, traffic, and parking congestion on weekends and holidays prior to their arrival at the Corridor.
  - d. Highway improvements for Route 1 and Route 92 in the MTC Transportation Improvement Program shall be confined to:
    - i. Non-capacity increasing improvements such as: possible reconstruction of Route 1 as a two-lane bypass around the Devil's Slide area provided adverse environmental impacts are avoided; improvement to straighten curves; reducing grades to improve bus operations; intersection improvements; and bus and truck climbing lanes.
    - ii. Safety improvements such as lane-widening, improved shoulders and signals.
    - iii. Provision of preferential treatment for buses at congested locations such as Route 1 between Sharp Park Road and Linda Mar, the intersection of Route 1 and Route 92, and the intersection of Route 92 and Route 35.
    - iv. Improvements which provide adjacent or separate facilities for bicycle and pedestrian paths.
  - e. MTC shall delete from its Regional Transportation Plan all proposals for the expansion of capacity for Route 1 and Route 92 in the Corridor.

- f. MTC shall delete the portion of Route 380 that would lie within the San Mateo Coast Corridor from its Regional Transportation Plan.
- g. Route 1 south of Pacifica shall be designated in the Regional Transportation Plan as a Scenic Recreational Highway in which improvements are to include:
  - i. Establishment of viewshed<sup>1</sup> and roadside controls
  - ii. Moderate design speeds
  - iii. Construction of scenic overlooks and turnouts
  - iv. Separate bicycle and pedestrian paths
- h. ABAG/MTC shall undertake reviews of park or beach development proposals and make favorable reviews only if proposals minimize the need for a private automobile to reach the park or beach or to travel within it.

#### D. COMPACT GROWTH SCENARIO POLICIES AND ACTIONS

- 1. Transportation improvements required to provide access to the recreation sites in the San Mateo Coast Corridor for the population of the region will be made through improvements to the transit system and improved efficiency of the highways before highway capacities are increased. The improvements will be made in accordance with (1) the need to protect the natural environment and (2) the need to plan coordinated transportation and recreational site development.
  - a.-c. Those actions listed in the Environmental Protection Scenario Policies and Actions (above, C.1 a-c).
  - d. Highway improvements for Route 1 and Route 92 included in the MTC Transportation Improvement Program for implementation before 1990 shall be confined to: non-capacity increasing improvements as under the Environmental Protection Scenario (above, C.1.d.).
  - e. MTC shall consider proposals in the Transportation Improvement Program for expansion of the capacity of Route 1 and Route 92 for implementation after 1990 if it is demonstrated that the basic transit service levels established by MTC have been met and that it is demonstrated that the highway improvement will not result in reduced transit patronage.
  - f. Same action as policy (C.1.f.) in the Environmental Protection Scenario (above).

<sup>1</sup> See glossary definition of "coastal viewshed".

- g. MTC shall incorporate Sharp Park Road and Westborough Boulevard as proposed improvements in its Regional Transportation Plan.

E. DISPERSED MODERATE GROWTH SCENARIO POLICIES AND ACTIONS

- 1. Transportation improvements required to provide access to the recreation sites in the San Mateo Coast Corridor for the population of the region will be made through both the improvement of transit service to the Corridor and through expansion of the highways leading to the coastal recreation sites.
  - a. MTC shall include funds in its Transportation Improvement Program to provide a basic level of transit service to recreation sites throughout the year.
  - b. MTC urges that local and State agencies establish a method of providing visitors to the coast with information on weather, traffic and parking congestion on weekends and holidays prior to their arrival in the Corridor.
  - c. MTC will include the following highway improvements in the Transportation Improvement Program for implementation before 1990:
    - i. Construction of a two-lane bypass for the Devil's Slide area on Route 1 with bus and truck climbing lanes.
    - ii. Widening or reconstruction of Route 92 to four lanes between Interstate 280 and Route 1.
  - d. MTC shall include the following highway improvements in its Transportation Improvement Program after 1990 or before 1990 if residential development increases at a faster rate than anticipated:
    - i. Expansion of Route 1 to a four-lane freeway from Sharp Park Road to the Half Moon Bay Airport.
    - ii. Widening of Route 1 south of Half Moon Bay to four lanes to serve additional commuters or recreation trips.



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## RESOURCE PROTECTION POLICIES

### A. POLICIES AND ACTIONS COMMON TO ALL SCENARIOS

1. Encourage the development and expansion of recreational opportunities within the Corridor.
  - a. ABAG shall not recommend approval of Federally assisted development proposals which would serve to limit the use of the following areas:
    - i. Any existing recreational facility operated by local, State, or Federal authorities.
    - ii. Any other area recommended for acquisition by local, regional, State, or Federal authorities.
  - b. ABAG and MTC encourage as a long-term goal the public ownership of and access to a continuous strip of land along the coast determined to have statewide and regional significance. Public ownership of significant upland recreational areas would also be encouraged.
  - c. ABAG shall urge that State tidelands revenues be utilized as needed to subsidize the acquisition of recreational resources.
  - d. ABAG shall urge that the Coastal Commission deny permits for development which would degrade or diminish potential recreational areas.
2. To maintain water quality standards (as defined by the Regional Water Quality Control Board) necessary for the preservation of marine and aquatic environments.
  - a. ABAG shall recommend approval of Federally assisted wastewater improvements in the Mid-coastside area only if improvement plans reflect the need to minimize discharge problems.
3. Encourage the use of local water supplies (both surface and sub-surface) before increasing the capacity of existing water systems through the utilization of imported supplies.
  - a. ABAG shall recommend approval of Federally assisted water service improvements for imported water supplies only if water service agencies have demonstrated that local supplies are inadequate to meet projected service demands.

### B. POLICIES COMMON TO ALL SCENARIOS WHICH REQUIRE DIFFERENT POLICY ACTIONS FOR EACH SCENARIO

1. All remaining coastal wetlands and estuaries, and related buffer

areas shall be preserved.

- a. ABAG shall recommend approval of Federally assisted development proposals only if development in wetlands meet the following criteria:
    - i. The amount of development shall be severely limited and the type of development restricted to wetland oriented projects.
    - ii. Activities should complement the resource values of the site.
    - iii. Intensities of use shall be low and consistent with the preservation of the wetland.
    - iv. No landfill or diking shall be permitted.  
(Environmental Protection and Compact Growth)
  - b. ABAG and MTC urge local, State, and Federal agencies to acquire and manage coastal wetlands, estuaries, and related buffer areas and to restrict public access where necessary. (Environmental Protection and Compact Growth)
  - c. ABAG and MTC urge local jurisdictions to protect wetlands, estuaries and related buffer areas through zoning or other appropriate legal controls. (Dispersed Moderate Growth)
2. The scenic quality of the Corridor shall be regarded as a public resource.
- a. ABAG and MTC recommend approval of Federally assisted development and service proposals only if it is determined (by ABAG/MTC) that the development, or development supported by such service does not intrude upon the existing coastal viewshed.<sup>1</sup>  
(Environmental Protection)
  - b. ABAG and MTC shall recommend approval of Federally assisted development and service proposals only if it is determined (by ABAG/MTC) that the development, or development supported by such service, does not intrude upon the existing coastal viewshed beyond the corporate limits of Half Moon Bay, Pacifica and the Phase I Urbanization Areas. (Compact Growth)
  - c. ABAG and MTC urge that local jurisdictions develop design standards which will minimize the intrusion of urban uses (residential, commercial, etc.) on the coastal viewshed.  
(Dispersed Moderate Growth)
3. Ecologically significant habitat areas<sup>2</sup> (animal, plant, marine, aquatic) shall be preserved.

<sup>1</sup> See definition of "coastal viewshed."

<sup>2</sup> See definition of "ecologically significant habitat" area.

- a. ABAG shall recommend approval of Federally assisted development proposals in known habitat areas only if:
  - i. The amount of development shall be severely limited and the types of development restricted to habitat area related projects.
  - ii. Activities shall complement the resource value of the site.
  - iii. The intensity of use shall be low and consistent with the preservation of the resource area. (Environmental Protection)
- b. ABAG and MTC urge local, State and Federal agencies to manage ecologically significant habitat areas and restrict public access where necessary. (Environmental Protection and Compact Growth)
- c. ABAG and MTC urge that local jurisdictions preserve ecologically significant habitat areas through subdivision control regulations. (Dispersed Moderate Growth)

#### C. ENVIRONMENTAL PROTECTION SCENARIO POLICIES AND ACTIONS

- 1. All prime agricultural land or lands which could be used for agricultural production and which are undeveloped, shall be preserved.
  - a. ABAG shall not approve any Federally assisted proposal which would serve to convert existing prime agricultural land or agriculturally productive land to urban uses.
  - b. ABAG urges the City of Half Moon Bay to maintain agriculturally productive lands within municipal boundaries in agricultural zoning classifications.

#### D. COMPACT GROWTH SCENARIO POLICIES AND ACTIONS

- 1. ABAG shall protect prime agricultural lands or lands which are suitable for agricultural production through its support of public service policies which prevent the premature conversion of such lands to urban uses.
  - a. In the absence of an established five-year urban area service boundary line, ABAG will not recommend approval of Federally assisted development proposals which would convert prime agricultural lands or lands which are suitable for agricultural production located beyond or adjacent to existing incorporated areas or the San Mateo County Phase I urbanization boundary.
  - b. Whether or not an urban service boundary line is established, ABAG will not recommend approval of Federally assisted development proposals which would convert prime agricultural lands



or lands which are suitable for agricultural production and which are located outside existing incorporated areas or the San Mateo County Phase I urbanization boundary unless it is demonstrated that continued or renewed agricultural use of such lands is not feasible because of location, size, soil type, or other characteristics.

#### E. DISPERSED MODERATE GROWTH SCENARIO POLICIES AND ACTIONS

(No policies or actions fall within this category)

#### SOCIAL EQUITY POLICIES

#### A. POLICIES AND ACTIONS COMMON TO ALL SCENARIOS

1. The provision of housing for low- and moderate-income households in the Corridor shall be consistent with the need to develop and conserve housing for the entire region.

(Note: Choose between a and b, they are variations of the same policy.)

- a. ABAG/MTC shall recommend approval of public service projects (i.e., for water, sewer, or transportation):
  - i. only if local communities demonstrate a commitment to expand and conserve their supply of low- and moderate-income housing in accord with the region's estimates of need: within each local community  
or, within the Corridor  
or, within or near the Corridor,
- or: ii. only if there is an affirmative local effort to increase the supply of housing opportunities to low- and moderate-income people.
- b. ABAG/MTC shall approve public service projects (i.e., sewer, water, transportation) only for capacity increases or improvements sufficient to meet current needs:
  - i. if local communities have not demonstrated an affirmative local effort to expand and conserve their supply of low- and moderate-income housing in accord with the region's estimate of need: within each local community  
or, within the Corridor  
or, within or near the Corridor,
- or: ii. in the absence of an affirmative local effort to increase the supply of housing opportunities to low- and moderate-income households.

2. ABAG and MTC will support the development of transportation services and facilities which meet the accessibility needs of low-mobility groups (e.g. the elderly, low-income populations).

- a. MTC shall maintain a regional reserve of Transit Development Act funds and other funds, as they become available, which shall be allocated only to transit projects and programs which demonstrate that increased accessibility of low-mobility groups will result.
- b. MTC shall establish standards inclusive of service level, scheduling, and routing, and coordination of transfers and fares, for transit service to low-mobility groups and shall approve funds for transit and/or highway projects:
  - i. only if it can be demonstrated that the project contributes to the achievement of such standards,
  - or: ii. Only if it can be demonstrated that such standards are being met,
  - or: iii. For highway projects or improvements, only if it can be demonstrated that such standards are being met.
- c. For projects other than those designed to meet low-mobility group accessibility ABAG and MTC shall approve funds for public service projects (e.g. transportation, water, and sewer) affecting areas in which there are identified current accessibility needs of low-mobility groups:
  - i. Only if there is an affirmative local effort on the part of local communities to meet such needs,
  - or: ii. Only if local communities have officially committed themselves to programs designed to meet the accessibility needs of low-mobility groups,
  - or: iii. Only if local communities have programs underway designed to meet the accessibility of low-mobility groups.
- d. ABAG and MTC will support fare subsidies where necessary to assist the needs of low-mobility groups.
- e. MTC shall allocate a specified portion of its budget and staff to plan (in conjunction with local and State agencies) transit or para-transit programs to respond to the special needs of low-mobility groups.

B - E NO POLICIES FALL WITHIN THESE CATEGORIES



## APPENDIX D

## GLOSSARY OF KEY TERMS

Areas of critical environmental concern - lands and water areas that have certain natural characteristics of regional significance. Some areas are important for their resource value (e.g., habitat areas), others for public safety concerns (e.g., fault zones), and still others for their value as amenities (e.g., parks).

Coastal-dependent crops - crops that require a particular combination of soil and climate found along the coast (e.g., brussels sprouts and artichokes).

Coastal viewshed - all land and water areas that can be seen from the sea, from the water's edge, from principle coastal access roads, trails and railroads, and from major lateral transportation corridors leading to the coast.

Corporate limits - municipal boundaries, city limits, or the area in which any municipality exercises its tax assessment powers.

Ecologically significant habitats - areas such as: tide pools, coastal streams vital to anadromous fish runs, significant habitat of rare and endangered species, unaltered recent and critical dunes, lakes and ponds, offshore rookeries and sandy beaches.

Local water supplies - surface and subsurface water resources within the Corridor watershed. Note: Pilarcitos Lake could be considered as a local source if facilities plans provide for the direct drainage of this supply from Pilarcitos Lake.

Mid-Coastside - an area bounded by Devil's Slide to the north, the ridgeline of the Santa Cruz Mountains to the east, Marlin's Beach to the south and the Pacific Ocean to the west.

Operational improvements - improvements which contribute to the maintenance, efficiency, or performance of a public service system which do not increase the capacity of the system.

Planned Unit Development - a subdivision which has both individual building sites and common property (e.g., parks) and is designed as a separate neighborhood or community unit.

Prime agricultural land - all land which qualifies for rating as Class I and II in the Soil Conservation Service land use capability classification.





Regional reserve - in resolution #67, the MTC developed policies for the allocation of transit funds available under the Transportation Development Act of 1971 (TDA). In addition, the resolution authorized that a portion of all county TDA monies be reserved for projects that enhance and contribute to a regional transportation system.

Ridgelines - areas that are adjacent to a topographic drainage divide and which are below 30% slope.

South Coastside - this term is used to describe the large area of undeveloped land (approximately 240 square miles) extending south from Martin's Beach to the Santa Cruz County line, and inland to Route 35.

Trunk transit - transit lines which carry the major portion of transit travel through defined transportation corridor and operate as long-haul rail or bus lines with high frequency of service during peak periods and regular service during off-peak periods. Trunk transit lines accommodate most of the long distance transit travel.

Wetland and estuaries - these are coastal and inland areas inundated by seasonal or year round water and providing a habitat composed of vegetation and aquatic marine organisms.



